

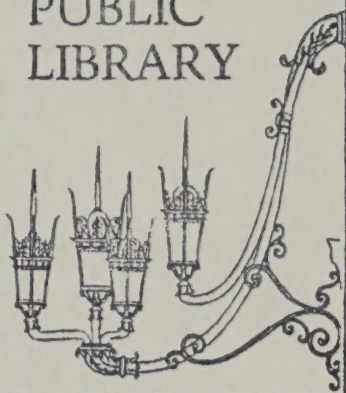
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# NEIGHBORHOOD PLANNING & ZONING

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THE INTERIM PLANNING OVERLAY DISTRICT

ACME BIND

# ALLSTON/



# BRIGHTON

## A PLAN TO MANAGE GROWTH

CITY OF BOSTON □ RAYMOND L. FLYNN, MAYOR

BOSTON REDEVELOPMENT AUTHORITY □ STEPHEN COYLE, DIRECTOR

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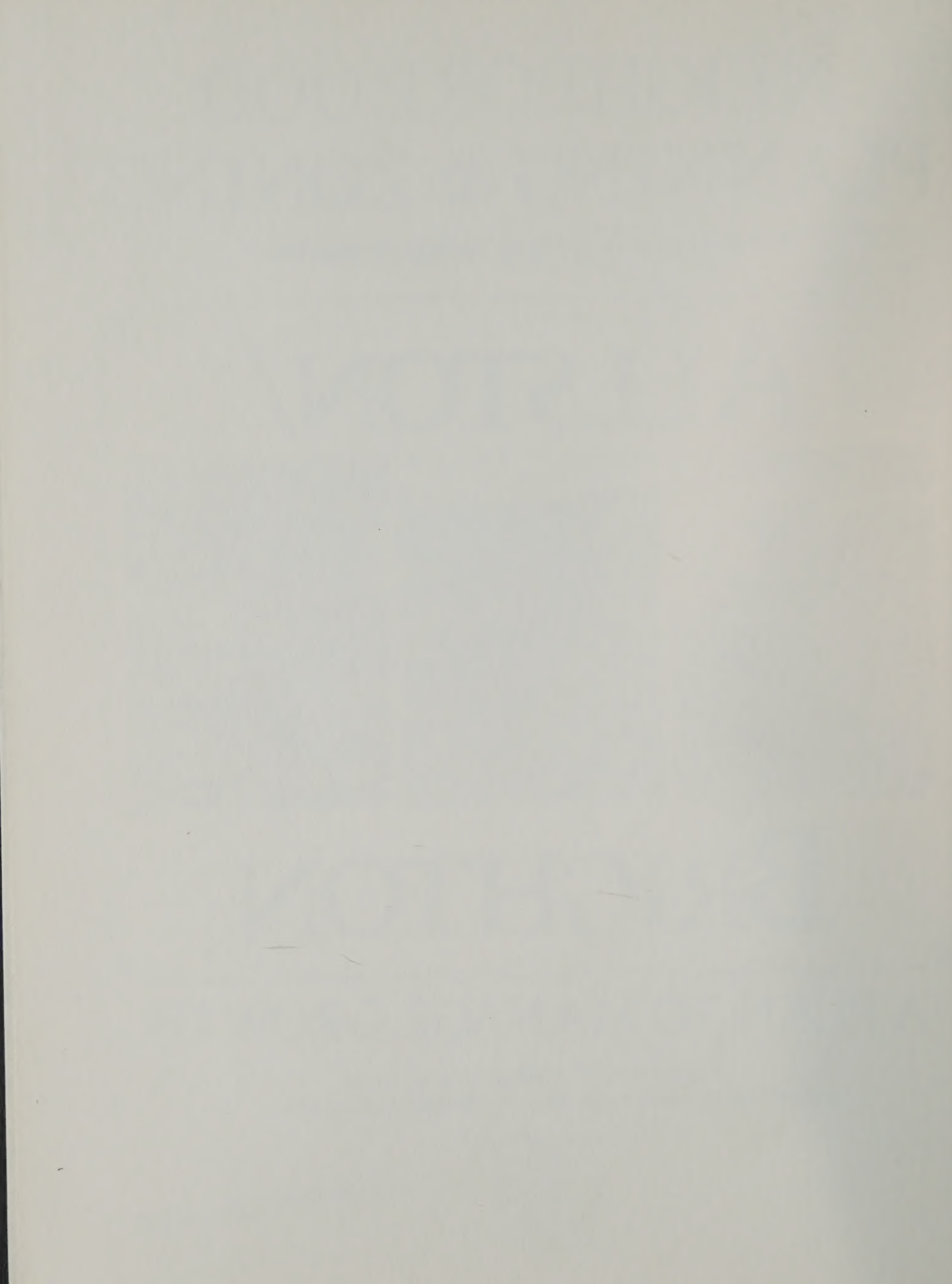




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Article 27F

















CITY OF BOSTON • MASSACHUSETTS

May 20, 1987

OFFICE OF THE MAYOR  
RAYMOND L. FLYNN

Mr. Robert L. Farrell, Chairman  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

Dear Mr. Farrell:

Across the neighborhoods of Boston, an unprecedented grass roots planning and zoning process is under way. Through the use of Interim Planning Overlay Districts, planning committees, neighborhood councils, and voluntary organizations in West Roxbury, Port Norfolk, Back Bay, Chinatown, the North End, East Boston, and Allston-Brighton, and other communities, neighborhood leaders are working with my administration to set up rules to govern growth and development in their neighborhoods. This grass roots/bottom-up approach is producing some visionary plans in Boston's neighborhoods. A prime example of this is the plan I submit for your approval today, the Allston-Brighton Interim Planning Overlay District.

The zoning amendments you have before you are the product of a community planning effort that began one year ago when 23 community leaders in Allston-Brighton were appointed to a planning and zoning advisory committee. Since that time, staff from the Mayor's Office of Neighborhood Services and the Boston Redevelopment Authority have held a number of working sessions with the neighborhood leaders leading to a review of these documents in open public meetings. What was achieved through this process is a clear and rational plan for balanced growth for Allston-Brighton. It is a plan that will help keep this important neighborhood strong and viable. A number of critical issues were addressed in this community dialogue and a number of new policy recommendations have emerged including:

- ° The establishment of a 35-foot height limit through Allston-Brighton to insure that new development is of a character and scale that is consistent with a predominantly residential neighborhood.
- ° Increased parking requirements for both residential and commercial development as part of a plan to address the serious shortage of parking in the neighborhood.





- ° A requirement that an open space plan be completed within the two-year IPOD period. This plan will emphasize the need for geographic and functional links between the existing open space and parks system and historic Allston-Brighton.
- ° The introduction of reserve zones for publicly owned land that provide for land uses which promote housing, including affordable housing, and other uses that cannot compete in the thriving commercial economy such as manufacturing uses.
- ° Design guidelines will be developed in concert with the Allston-Brighton community; these design guidelines will be sensitive to the need to incorporate respect for tradition while providing standards for balanced growth.

A number of other issues are addressed in this document:

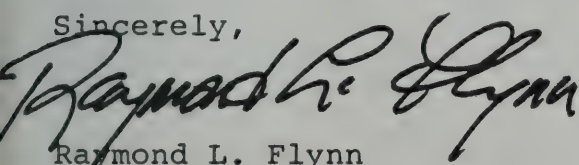
- ° New neighborhood commercial and light manufacturing zones;
- ° Planning districts for major arterials and cross streets; and
- ° Institutional master planning requirements.

It has often been observed that a process is important if it leads to an outcome. Whether it be a policy decision, a project, an ordinance, or a plan, there must be an outcome. Without a result, the time and effort spent has been for naught.

The planning process conducted in Allston-Brighton over the past year may be an exception to that general rule. Certainly, there have been results and they are significant and they will lead to actions by this Board and the Zoning Commission. But I believe that the process itself has had its own significance and value for this neighborhood and the city because it has marked the beginning of a new way of planning for Boston. In the instance of the Allston-Brighton Interim Planning Overlay District process, both the outcome and the process matter.

I want to take this opportunity to thank the people of Allston-Brighton who took the time to shape this plan. What is before you is truly their document, as it should be, because the rules it proposes will govern their neighborhood. Mr. Chairman, Members of the Board, I urge your timely approval of the Interim Planning Overlay District for Allston-Brighton.

Sincerely,



Raymond L. Flynn



A requirement that an open space plan be completed within the two-year period. This plan will emphasize the need for geographic and historical links between the existing open space and park system and historic Alston-Brighton.

The introduction of reserve zones for publicly owned land provides for land uses which preserve existing historic and affordable housing, and other uses that are important to the existing commercial economy such as office space.

Other initiatives will be developed in cooperation with the Alston-Brighton Community Development Corporation to provide for the needs of the community and to ensure that the plan is a living document for all to use.

A number of other initiatives are being developed in the community.

New  
Center  
Planning  
Strategy

has often been noted that the plan is so much a part of the community that it is often taken for granted.

The plan is a living document that is constantly being updated. It is a process that is ongoing and it is a process that is shared by the community. The plan is a living document that is constantly being updated. It is a process that is ongoing and it is a process that is shared by the community.

This opportunity to share the plan is a chance to shape the future. It is a chance to shape the future of the community. It is a chance to shape the future of the community. It is a chance to shape the future of the community.







BOSTON  
REDEVELOPMENT  
AUTHORITY

Raymond L. Flynn  
Mayor

Stephen Coyle  
Director

One City Hall Square  
Boston, MA 02201  
(617) 722-4300

May 20, 1987

Dear Neighbor:

In May of 1986 Mayor Flynn appointed a twenty-three member Allston-Brighton Planning and Zoning Advisory Committee (PZAC) to work with the Mayor's Office of Neighborhood Services and the Boston Redevelopment Authority on a major planning and rezoning effort for the neighborhood. In order to identify and discuss the major planning issues affecting our community, the PZAC has been meeting twice a month for the past year. The issues were discussed in the context of drafting the Allston-Brighton Interim Planning Overlay District (IPOD) zoning amendment. This IPOD will allow the residents of the neighborhood to play a key role in directing future land use policies in our community.

The recommendations that the PZAC set forth focused on those issues of critical concern to the Allston-Brighton neighborhood. The IPOD amendment presents land use policies recommended intended to protect the residential character of Allston-Brighton, relieve development pressure from market forces and institutions on the existing housing stock, and direct growth to underutilized sites where it can be accommodated. Growth within our neighborhood should provide affordable housing, adequate parking and access, additional open space, and other amenities that protect and enhance the quality of life for the residents of Allston-Brighton.

It is the consensus of the PZAC that the first phase of the IPOD process has been successfully completed through an open, community-based effort to develop an amendment that represents of the concerns of the Allston-Brighton community. We appreciate the involvement and feedback of area residents and look forward to your continued involvement. It is this involvement that will help us together shape the final zoning plan for Allston-Brighton.

We would like to pay special thanks to our colleagues on the PZAC for their dedication during the IPOD development process; Conrad Bletzer, John Bruno, Leo Buckley, Barbara Cosgrove, Paul Creighton, Larry Englisher, Manuel Fernandes, Elizabeth Fitzpatrick, Ellin Flood, Alice Galloway, Brian Gibbons, Bill Hogan, Joe Hogan, Max Lefkowitz, Anthony Macholini, Bart McDonough, Margaret McNally, Joe Tehan, Lucy Tempesta, Charlie Vasiliades, and Gordon Yuen. Also, our thanks to Jean Hamilton, the BRA planner and Judy Bracken, Mayor's Office of Neighborhood Services.

*Ray Mellone*

Ray Mellone  
Co-Chair  
Allston-Brighton PZAC

*Mary McLaughlin*

Mary McLaughlin  
Co-Chair  
Allston-Brighton PZAC











## NEIGHBORHOOD PLANNING AND ZONING

Boston is in the midst of an unprecedented community-based planning process. The Flynn Administration is dedicated to a balanced growth approach to economic development that is predicated on an open community planning process. The central premise of this is that all knowledge about what is best for the city does not reside with the government. Plans work best when they are fashioned by the community.

Simultaneously with the planning for the downtown, city representatives have been working with a wide array of citizen groups to develop specific neighborhood planning and zoning initiatives and to review major projects and land disposition policies. The community planning process gives special attention to each neighborhood, and provides communities with a significant role in shaping land use controls to meet the individual needs of their neighborhoods. This process involves interested citizens attending meetings with representatives of the BRA and other city departments.

Residents from the Boylston Street area, Harborpark neighborhoods, Port Norfolk, Allston-Brighton, Roxbury, East Boston, South End, West Roxbury, and Jamaica Plain, are working with the the BRA and the Mayor's Office of Neighborhood Services on interim and final rezoning that responds to particular issues raised by the communities, such as the need to protect residential areas from encroachment by commercial uses, and the need to provide more open space and parking. Each neighborhood planning area is subdivided into districts to undergo more comprehensive review. Over the next two years, major portions of neighborhoods across the city will be rezoned through the community planning process.

Rezoning in the neighborhoods occurs either through the Interim Planning Overlay District (IPOD) process, or through citizen-initiated proposals to directly amend zoning in an area. In many planning areas, the planning process begins with the appointment by the Mayor of a Planning and Zoning Advisory Committee (PZAC), or, in the case of Boylston Street, by the official recognition of a Citizens' Review Committee (CRC) consisting of residents and local business leaders and property owners. The Mayor's Office of Neighborhood Services attends community meetings and provides organizational assistance. The BRA provides leadership in land use analysis and policy recommendations. After defining the geographical area of focus, the group then establishes goals and objectives for the area and issues to be addressed. The BRA then works with the designated community planning group to design specific zoning regulations to address these issues and to achieve the goals and objectives. The zoning regulations then are presented to the BRA Board and then to the Zoning Commission for adoption.

Not surprisingly, many of the neighborhoods are experiencing similar development pressures and similar planning concerns. Policy initiatives have been developed as concepts and then refined to meet the specific characteristics of particular areas. Among the major zoning concepts proposed in the neighborhoods are:





Affordable Housing and Mixed Use Reserve Districts. Adjacent to some existing residential areas are large parcels of under-utilized publicly-owned land that have the capacity to accommodate residential development and relieve pressure on the existing housing stock. Such parcels would be proposed as Affordable Housing or Mixed Use Reserve Zones.

New Light Manufacturing Zone. Heavy industrial uses, such as factories, that are accompanied by noxious pollutants and heavy truck traffic are currently permitted as-of-right in heavy industrial zones. The new Light Industrial Zone would permit light industrial uses that maximize employment for Boston's residents and minimize adverse environmental effects and truck traffic.

Height Standards. Height standards send a clear signal to developers and the community on the growth and density that can be accommodated in an area; they also serve to direct growth to sites of greater capacity, as well as protect existing scale and character.

Boulevard Planning Districts. Boulevard Planning Districts (BPD) are major arterials and cross streets that serve as primary access to all areas of the community and contain uses that provide services to the community. Their visual prominence and importance to the economy and transportation system of the community require special studies as input to the revised zoning.

Transportation and Parking Controls. New development must demonstrate adequate vehicular access and off-street parking. Three transportation and parking elements are needed: a Transportation Master Plan for the entire neighborhood, a Transportation Access Plan for individual projects, and an increase in Residential Parking Requirements.

Open Space Plan. With the increased population in many areas over the past fifteen years and opportunities for residential development on under-utilized industrial sites, there is a growing need for increased quality open space. An open space plan developed during the interim planning period emphasizes the geographic and functional links of open space to historic neighborhoods, and to the existing open space and park system.

Institutional Master Plans. Institutions constitute a major part of the area's physical environs and contribute to the overall economic base as major employers of area residents. At the same time the continued expansion of the institutions and related pressure on the housing market and transportation and parking infrastructure is a major issue. Future institutional development must be planned within the context of the needs of the residential neighborhood.

Design Guidelines. The urban design of most neighborhoods incorporates a mix of architectural styles, but has a generally consistent scale. Neighborhood commercial centers have no clear identity nor do the buildings demonstrate any real standard in design. Design standards must be developed to protect the character of residential areas and historic structures, upgrade commercial centers and guide future development.





The specific status of proposed zoning in each of the neighborhoods follows:

North End. A height limit of 55' was adopted for the North End on March 24, 1985, together with a Restricted Roof Structure Overlay District requiring Board of Appeal approval for construction of roof structures.

Roslindale. On October 29, 1985 the Zoning Commission adopted a map change from manufacturing to residential use. This citizen-initiated rezoning covered 13.5 acres. Forty residents signed the petition of support to the Zoning Commission. A planning study for the Roslindale neighborhood as a whole is planned.

West Roxbury. On February 6, 1987 a map change was enacted which rezoned a large area along the VFW Parkway from local business and light industrial to residential use. This accomplishment was initiated by the West Roxbury Neighborhood Council.

Mission Hill. On July 31, 1986 a map change was enacted which rezoned portions of the Mission Hill Triangle from business to residential. Subsequently the area was actually developed as residential. The Mission Hill/Fenway-Kenmore area will also undergo a planning study.

Boylston Street. The Citizen's Review Committee was formed in March 1985 to transform Boylston Street into the major boulevard that it was originally planned to be. The group focussed on design, capital improvement, and traffic and transportation issues. In April 1986 the Boylston Street Interim Planning Overlay District was adopted by the Zoning Commission, setting interim design regulations for height, bulk, and roofline setbacks. The Zoning Commission adopted permanent zoning in March 1987.

Harborpark. The twelve-member Harborpark Advisory Committee was appointed by the Mayor in 1985 to protect the entire length of Boston Harbor as both a recreational and a maritime industrial resource, to preserve sight lines and views, and to provide access to the public along the waterfront. The zoning regulations for Harborpark were adopted by the Zoning Commission in March 1987.

Port Norfolk. The Port Norfolk Interim Planning Overlay District was adopted in September 1985. The Planning and Zoning Advisory Committee was appointed in September 1986. Since that time the group and the BRA have set goals to guide the land use study, and have developed various zoning options for analyses by BRA and consultants. Final recommendations will be completed by early summer.

Allston-Brighton. The Allston-Brighton Planning and Zoning Advisory Committee was appointed in January 1986. After thirteen meetings between the BRA and the Planning and Zoning Advisory Committee, the BRA presented a series of policy recommendations to the community. The Planning and Zoning Advisory Committee made further comments on the policy recommendations and is now reviewing new zoning regulations. Further neighborhood-wide review and comment will take place via a newsletter and a community meeting. Passage of the new rules is anticipated in May 1987.





Roxbury. Members of the Planning Advisory Committee voted August 7, 1986, at a Roxbury town meeting to begin working with the BRA to develop new zoning rules for Roxbury. The draft regulations were adopted as working documents by the community on December 3, 1986. Approximately 250 residents participated in 15 meetings throughout nine neighborhood sub-districts. A more detailed planning policy statement and zoning amendments were released from the BRA for community review and discussion on March 10, 1987. The BRA anticipates passage of the new planning rules in May, 1987.

South End. There are two proposals for zoning changes pending before the Zoning Commission. One would reduce building bulk by approximately fifty percent in areas in which existing rules allow apartment buildings. The other proposes a Density Limitation Overlay District which would limit the number of units small one and two bedrooms in each structure, depending on the number of floors in the structure.

East Boston. The BRA and the Mayor's Office of Neighborhood Services have been meeting approximately twice monthly with the East Boston Planning and Zoning Advisory Committee since July 24, 1986, for a total of seventeen meetings. The group is currently developing a Policy Recommendations Workbook and drafting new planning rules.

West Roxbury. In November, 1986, the BRA began working on zoning with the West Roxbury Land Use Committee and Neighborhood Council. Since then, approximately 18 meetings were held with the community, the Council, its committees and staff of the Mayor's Office of Neighborhood Services to coordinate the preliminary work on how issues should be addressed by the new planning rules. A Discussion Workbook is now being drafted. Major issues are preservation of open space and the scale and character of the planning area.

Charlestown. In response to the intense development pressures in this already densely-populated area, the BRA has initiated parking and density analyses.

Dorchester. The BRA is conducting a land use analysis of Dorchester Avenue in order to determine traffic and transportation needs as well as how best to accommodate the competing industrial, commercial, residential, institutional, and local business uses. A planning study for the surrounding area is planned in conjunction with the neighborhood.

Jamaica Plain. The process leading to the enactment of an Interim Planning Overlay District in Jamaica Plain started in May 1986. The BRA staff has met with the Jamaica Plain Neighborhood Council's Zoning Subcommittee regularly to identify concerns and consolidate a working coalition. A discussion workbook was released in January 1987, and a Spanish translation is being prepared. The Jamaica Plain Neighborhood Council will sponsor a community meeting on May 7, 1987 for the purpose of notifying the neighborhood about the IPOD process, its boundaries, and the study sub-districts.

Fort Point Channel. A preliminary process has begun with the BRA and the Fan Pier Advisory Committee to develop new planning rules in the Fort Point Channel area to deal with the impacts of downtown development, commercial traffic, and local residential development,



Mattapan. A planning study for Mattapan will be undertaken in conjunction with the community.

South Boston. A planning study for South Boston will be undertaken in conjunction with the community.

Hyde Park. The Hyde Park Avenue Zoning Study and a planning study for the surrounding Hyde Park neighborhood are in conceptual planning stages in conjunction with community groups.

In addition to neighborhood rezoning efforts, many citizen groups focus on the review of major projects. Often these project reviews involve formulating land disposition and transportation policies that have profound impacts on the quality of life in neighborhoods across the city. A sample of these citizen review groups includes:

Fan Piers Citizen Review Committee has been working over the past two and one-half years with the BRA and project developers on the Fan Pier/Pier 4 projects.

The Prudential Planning Advisory Committee appointed by Mayor Flynn in September 1986 will work with the BRA and developers on the proposed redevelopment of Prudential Center.

Parcel 18+ Task Force and Chinatown/South Cove Neighborhood Council are working with the city and state on the first project in the Parcel to Parcel Linkage program, Parcel 18 and Kingston-Bedford.

Charlestown Neighborhood Council is working with the city on a new master-plan for the Charlestown Navy Yard.

South End Neighborhood Organizations were instrumental in determining planning guidelines for the disposition of the BRA-owned South End Neighborhood Housing Initiative parcels, and a project to build transitional housing for homeless women and children.

East Boston Piers Project Advisory Committee has been working with the city and Massport on a plan to redevelop piers I-V in East Boston.

North End Waterfront Neighborhood Council is currently reviewing a master-plan for the entire inner harbor.

Park Plaza Citizen Advisory Committee is currently reviewing guidelines for the disposition of the Park Square parcel in the Park Plaza urban renewal area.





Boston's economy, fueled by over \$3 billion in private investment over the past three years, is driven by a great number of private choices revealed in the market place. An economy such as Boston's is most directly guided by zoning laws which establish clear ground rules for investors, and provides opportunities for citizens to shape the policies that have an impact on their communities. This contrasts with earlier approaches to economic development, which rested the future of Boston's economy on a few public sector decisions. Planning and development activities of the past twenty years were often well intended, but just as often were disastrous for neighborhood residents, destroying 14,073 homes throughout the city. Past planning also allowed for the destruction of many architecturally and historically significant buildings.

Today, portions of Boston that were not addressed through urban renewal are operating under obsolete zoning that, in many cases, has not been updated since 1915. Clearly these old rules do not respond to the land use pressures confronting each of Boston's neighborhoods. Neighborhood based planning offers each community in this city immediate protection from growth pressures and allows communities to shape new ground rules themselves. This open, community based process involves Neighborhood Councils, Planning and Zoning Advisory Committees, Project Advisory Committees, and neighborhood associations. Yet the form of this community input is less important than the outcome that it produces. By starting with zoning, communities develop a familiarity with complex land use issues, and acquire the ability to determine themselves lasting ground rules to govern development in their community.









## EXECUTIVE SUMMARY

In May, 1986 Mayor Flynn appointed the twenty-three member Allston-Brighton Planning and Zoning Advisory Committee (PZAC). Since that time the Mayor's Office of Neighborhood Services and staff from the Boston Redevelopment Authority have held thirteen working meetings with the PZAC. Affordable housing for Allston-Brighton's residents, control of industrial and institutional incursion into residential areas, reduction of the high volume of cars and trucks on the neighborhood's streets, preservation of open space, height standards, and enhancement of urban design were the major issues discussed. They were discussed in the context of drafting the Allston-Brighton Interim Planning Overlay District (IPOD) zoning amendment. As a result of these discussions and accompanying land use analyses, eleven essential actions are now proposed for inclusion in the IPOD which will control development for the next two years and direct future land use policies in Allston-Brighton.

These zoning controls will clearly define a balanced pattern of growth that must be achieved in Allston-Brighton in order to preserve it as a viable residential neighborhood to benefit its residents and the city as a whole.

### 1. Affordable Housing and Mixed Use Reserve Districts

There is a clear need in Allston-Brighton for affordable housing for families and individuals. The well established residential areas cannot absorb any denser development without undermining the integrity of their physical infrastructure and their desirability as places to live. Adjacent to the existing residential areas are large parcels of under-utilized publicly-owned land. These parcels have the capacity to accommodate residential development and relieve pressure on the existing housing stock. Affordable Housing and Mixed Use Reserve Zones are therefore proposed as follows:

- o An Affordable Housing Reserve District (AHR) may be mapped on publicly owned land. It will require that when the land becomes surplus to the needs of the government agency it must be developed for residential use. At least seventy-five percent (75%) of the gross floor area of any proposed project in the AHR District must consist of housing. Of the total number of dwelling units at least one-third (1/3) must be for low-income households and at least one-third (1/3) must be for moderate-income households.
- o In Allston-Brighton, an Affordable Housing Reserve District will be established on 17.3 acres of land in Allston Landing owned by Consolidated Rail Corporation (ConRail).
- o Densities in the Affordable Housing Reserve District will be: 12 units per acre, low density; 24 units per acre, moderate density; or 36 units per acre, high density.
- o A Mixed Use Reserve District may be mapped on publicly-owned land. It will require that when the land becomes surplus to the needs of the governmental agency it will be developed as a planned development area in connection with the community to incorporate a combination of housing, open space, and light manufacturing uses that meet the land use needs of the community.





- o In Allston-Brighton, a Mixed Use Reserve District will be established on the publicly-owned land in Allston Landing which is not included in the Affordable Housing Reserve District.

## 2. Neighborhood Commercial - R Zone

Several areas of Allston-Brighton are currently zoned for light manufacturing (M) and general or heavy industrial (I) uses. In most cases the actual uses in the M zones are not manufacturing, but rather are a mix of commercial uses with a few residential sites bounded by residential districts. The development trend and land use need is toward residential uses. The I zones currently allow as-of-right noxious industrial uses. These noxious uses must be prohibited adjacent to residential areas. The highest and best use of most of the I districts is residential. Therefore, a new Neighborhood Commercial - R zone is proposed.

- o A Neighborhood Commercial - R (NC-R) zone is a district which requires that when an existing manufacturing, industrial, or commercial use terminates the underlying zoning of the land reverts to residential uses.
- o In Allston-Brighton several manufacturing and industrial zones will be mapped as NC-R zones when the IPOD is adopted.
- o An NC-R zone will be permanent zoning as opposed to interim for a two year period.

## 3. New Light Manufacturing Zone

Heavy industrial uses that are accompanied by noxious pollutants and heavy truck traffic are currently permitted as-of-right under the two existing general manufacturing or heavy industrial (I) zones in Allston-Brighton. These two zones incorporate over 480 acres of land and are partially bounded by residential uses.

- o All new or expanded heavy industrial uses will be prohibited under the IPOD.
- o A new Light Industrial Zone (LM) will be established during the IPOD period that permits light industrial uses that maximize employment for Boston's residents and minimize adverse environmental effects and truck traffic.
- o The LM zone will be mapped on portions of existing I zones where it will not be in conflict with residential uses.
- o Buffer zones will be required around all light manufacturing sites.

## 4. Height Limits

Height limits send a clear signal to developers and the community on the growth and density that can be accommodated in an area and direct growth to sites of greater capacity. In Allston-Brighton height limits of thirty-five (35) to forty (40) feet exist in most residential types of zones, in manufacturing zones and lower density local business zones. However, building bulk and density in the remaining area are controlled only by floor area ratio limits.





- o Existing 35 foot height limits in single, two-family and multi-family residential zones will be retained.
- o Thirty-five foot height limits will be added to currently unprotected local and general business, multi-family residential, and heavy manufacturing zones.
- o Existing 40 foot height limits in general business zones will be lowered to 35 feet.
- o Higher height limits in Affordable Housing Reserve and Mixed Use Reserve Districts will be established through the IPOD planning process.

## 5. Boulevard Planning Districts

Boulevard Planning Districts (BPD) are major arterials and cross streets that serve as primary access to all areas of the community and contain uses that provide services to the community. Their visual prominence and importance to the economy and transportation system of the community require special studies as input to the revised zoning.

- o Allston-Brighton will include five Boulevard Planning Districts: Commonwealth Avenue, Harvard Avenue, Brighton Avenue, Washington Street, and Cambridge Street.
- o Analysis for the Boulevard Planning Districts will provide for zoning that: encourages a mix of uses that promotes and sustains economic viability and residential stability; preserves open space and enhances the streetscape; protects historic structures; provides adequate parking and transportation access; and, promotes good urban design.
- o Site Plan Review by the Boston Redevelopment Authority will be required in all BPDs for any proposed project which involves new construction or substantial rehabilitation, other than a single or two-family house.
- o Design guidelines specific to BPDs will be developed during the IPOD planning process.

## 6. Transportation and Parking Controls

Inadequate on-street and off-street parking exists in most areas of Allston-Brighton for both residential and commercial uses. Heavy truck traffic on local streets must be eliminated, short-term parking must be provided in neighborhood commercial areas, and increased demand in established residential areas must be reduced. New development must demonstrate adequate vehicular access and off-street parking. Three transportation and parking elements are needed: a Transportation Master Plan for the entire neighborhood, a Transportation Access Plan for individual projects, and an increase in Residential Parking Requirements.

### Transportation Master Plan

- o A Transportation Master Plan will be developed to analyze current and projected access and parking demands, and improvement needs.



- o Truck traffic patterns will be analyzed and truck routes will be established outside of the residential areas.
- o Appropriate sites for neighborhood commercial parking will be identified.

### Transportation Access Plan

A Transportation Access Plan will be required of any applicant seeking a building permit for any development exceeding 100,000 square feet, retail developments exceeding 50,000 square feet, or residential developments of more than 30 units. The Plan will consist of an impact assessment, mitigation and monitoring component.

- o The impact assessment component will identify and evaluate the impact of the development on the city's transportation network.
- o The mitigation component will propose measures to minimize the transportation-related impact of the developments.
- o The monitoring component will describe provisions for periodic re-evaluation of the effectiveness of proposed mitigation measures.

### Increased Residential Parking Requirements

- o Residential parking requirements will be raised to 1.0 space per unit for 1 to 3 units, 1.25 spaces for 4 to 6 units, 1.33 spaces for 7 to 9 units, and 1.5 spaces for 10 units or more.
- o Units sold or rented to low and moderate income households will be required to provide 0.7 space per unit.

## 7. Open Space Plan

Allston-Brighton includes five City of Boston parks and four Metropolitan District Commission reservations and parks including the Charles River Reservation. Twelve privately-owned green areas exist, but are under pressure for development. With the increased population in this neighborhood over the past fifteen years and opportunities for residential development on under-utilized industrial sites, there is a growing need for increased quality open space.

- o An open space plan will be developed during the IPOD planning period. It will emphasize the geographic and functional links of open space to historic Allston-Brighton, and to the existing open space and park system.
- o A new major open space site will be targeted in concert with the community.

## 8. Institutional Master Plans

Allston-Brighton includes over twenty institutionally owned sites of at least one acre in size. The institutions constitute a major part of the areas physical environs and contribute to its overall economic base as major employers of area residents. At the same time the continued expansion of the





institutions and related pressure on the housing market and transportation and parking infrastructure is a major issue. Future institutional development must be planned within the context of the needs of the residential neighborhood.

- o Any institution in Allston-Brighton applying for a building permit and owning one acre or more of land will be required to submit an Institutional Master Plan for Boston Redevelopment Authority review and approval.
- o A Master Plan must set forth a statement of development concepts and planning objectives, as well as the scale, uses, and character of proposed development. The master plan must project at least five years into the future.
- o The specific elements to be included in an institution's Master Plan will be determined through a "scoping" process which identifies the issues related to a particular project.

9. Institutional Parking Management and Mitigation Plan and Mitigation Grant

Educational institutions within Allston-Brighton enrich the community in many ways. However, at the same time, students place excessive pressure on the housing stock and availability of affordable family units, and place a heavy burden on the parking supply and demand in the residential areas. The impact of students on the permanent residents of the area is exemplified by this parking problem.

- o Each college and university will be required to submit a Parking Management and Mitigation Plan to the Authority to be updated annually.

10. Design Guidelines

Allston-Brighton's urban design incorporates a mix of architectural styles, but has a generally consistent scale with predominantly two and one-half story one and two family homes and traditional Boston triple deckers. Neighborhood commercial centers have no clear identity nor do the buildings demonstrate any real standard in design. Design standards must be developed to protect the character of residential areas and historic structures, upgrade commercial centers and guide future development.

- o Design Guidelines will be developed in concert with the Allston-Brighton Planning and Zoning Advisory Committee and any sub-committees.
- o Design Guidelines will address specifically: Boulevard Planning Districts, preservation of historic structures, appropriate guidelines for infill housing sites, future development in Affordable Housing Reserve and Mixed Use Reserve Districts and other underutilized sites.
- o Design Guidelines will incorporate parking and access standards, landscaping, building design, open space, signage control in commercial areas, and controls for historic preservation.

... on the housing market and transportation  
... structure is a major issue. Future institutions development  
... planned within the context of the needs of the residential neighborhood.

... institution in Allston-Brighton applying for a building permit  
... one acre or more of land will be required to submit  
... Master Plan for Boston Redevelopment Authority

... must set forth a statement of overall  
... as well as the scale, uses  
... The master plan must project at least

... to a future  
... "scope"  
... project.

... the plan

... with the

... and

... on the part

... of a project

... the plan

... define

... the plan

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# Key Elements of the Allston/Brighton IPOD

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Boulevard Planning District (BPD)

---

Affordable Housing Reserve District (AHR)

---

Mixed Use Reserve District (MUR)

---

New Light Manufacturing Zone

---

Institutional Master Plan

---

Transportation Master Plan

---

Transportation Access Plan

---

Parking Controls

---

Open Space Plan

---

Height Standards

---

Use Controls

---

Design Guidelines

---



APPLICABILITY OF IPOD POLICY RECOMMENDATIONS

ALLSTON-BRIGHTON

| <u>Key Element</u>                        | <u>Applicability</u>  |              |               |        |      |        |      |        |      |              |      |            |      |            |  |         |      |
|---|---|--------------|---------------|--------|------|--------|------|--------|------|--------------|------|------------|------|------------|--|---------|------|
| Boulevard Planning District (BPD)         | Commonwealth Ave.<br>Harvard Ave.<br>Brighton Ave.<br>Washington St.<br>Cambridge St.   |              |               |        |      |        |      |        |      |              |      |            |      |            |  |         |      |
| Affordable Housing Reserve District (AHR) | Portion of Allston Landing  |              |               |        |      |        |      |        |      |              |      |            |      |            |  |         |      |
| Mixed Use Reserve District (MUR)          | Portion of Allston Landing  |              |               |        |      |        |      |        |      |              |      |            |      |            |  |         |      |
| New Light Manufacturing Zone              | Portions of existing M and I Zones  |              |               |        |      |        |      |        |      |              |      |            |      |            |  |         |      |
| Institutional Master Plan                 | Required of Institution with site area of at least one (1) acre and of Applicant seeking permit for project of at least one (1) acre which includes Institutional Use   |              |               |        |      |        |      |        |      |              |      |            |      |            |  |         |      |
| Transportation Master Plan                | Entire IPOD   |              |               |        |      |        |      |        |      |              |      |            |      |            |  |         |      |
| Transportation Access Plan                | Required of Applicant seeking permit for any project exceeding 100,000 square feet, retail projects exceeding 50,000 square feet, and residential projects of 24 or more units  |              |               |        |      |        |      |        |      |              |      |            |      |            |  |         |      |
| Parking Controls                          | New Residential Uses: <table><tr><td><u>Units</u></td><td><u>Spaces</u></td></tr><tr><td>1 to 3</td><td>1.00</td></tr><tr><td>4 to 6</td><td>1.50</td></tr><tr><td>7 to 9</td><td>1.75</td></tr><tr><td>10 and above</td><td>2.00</td></tr><tr><td>affordable</td><td>1.00</td></tr><tr><td>low-income</td><td></td></tr><tr><td>elderly</td><td>0.20</td></tr></table> | <u>Units</u> | <u>Spaces</u> | 1 to 3 | 1.00 | 4 to 6 | 1.50 | 7 to 9 | 1.75 | 10 and above | 2.00 | affordable | 1.00 | low-income |  | elderly | 0.20 |
| <u>Units</u>                              | <u>Spaces</u>   |              |               |        |      |        |      |        |      |              |      |            |      |            |  |         |      |
| 1 to 3                                    | 1.00  |              |               |        |      |        |      |        |      |              |      |            |      |            |  |         |      |
| 4 to 6                                    | 1.50  |              |               |        |      |        |      |        |      |              |      |            |      |            |  |         |      |
| 7 to 9                                    | 1.75  |              |               |        |      |        |      |        |      |              |      |            |      |            |  |         |      |
| 10 and above                              | 2.00  |              |               |        |      |        |      |        |      |              |      |            |      |            |  |         |      |
| affordable                                | 1.00  |              |               |        |      |        |      |        |      |              |      |            |      |            |  |         |      |
| low-income                                |   |              |               |        |      |        |      |        |      |              |      |            |      |            |  |         |      |
| elderly                                   | 0.20  |              |               |        |      |        |      |        |      |              |      |            |      |            |  |         |      |
| Open Space Plan                           | Entire IPOD   |              |               |        |      |        |      |        |      |              |      |            |      |            |  |         |      |
| Height Standards                          | Entire IPOD-35 feet (except AHR and MUR where higher standards may apply)   |              |               |        |      |        |      |        |      |              |      |            |      |            |  |         |      |
| Use Controls                              | Entire IPOD   |              |               |        |      |        |      |        |      |              |      |            |      |            |  |         |      |
| Design Guidelines                         | Entire IPOD   |              |               |        |      |        |      |        |      |              |      |            |      |            |  |         |      |





# Goals of the Allston/Brighton IPOD

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Protect Residential Character

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Direct Growth

---

Provide Affordable Housing

---

Provide Adequate Parking

---

Preserve, Enhance and Create Open Space

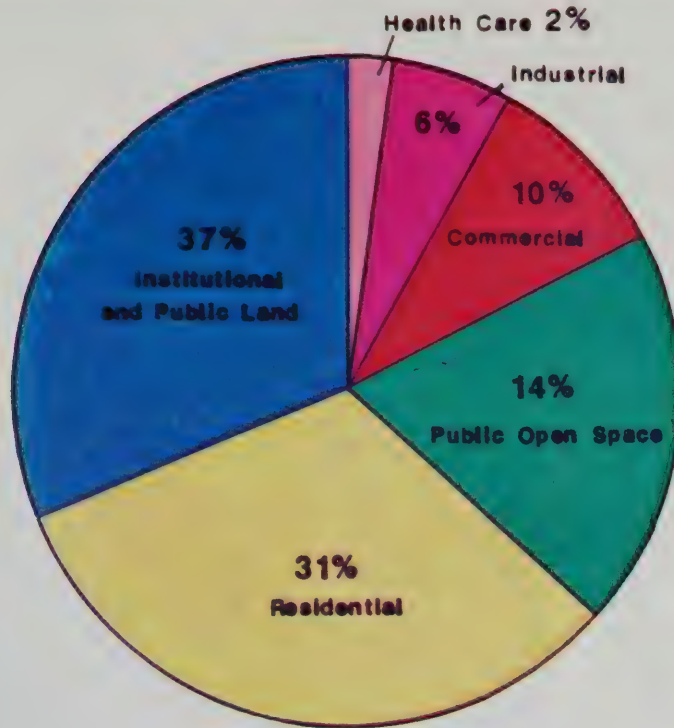
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Preserve and Protect the Quality of Life

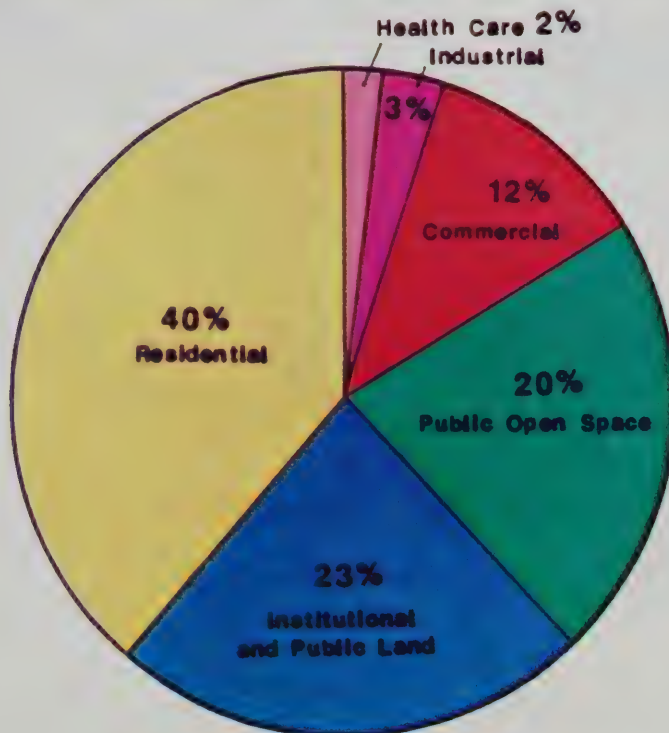
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## EXISTING LAND USE IN ALLSTON-BRIGHTON



## FUTURE LAND USE IN ALLSTON-BRIGHTON

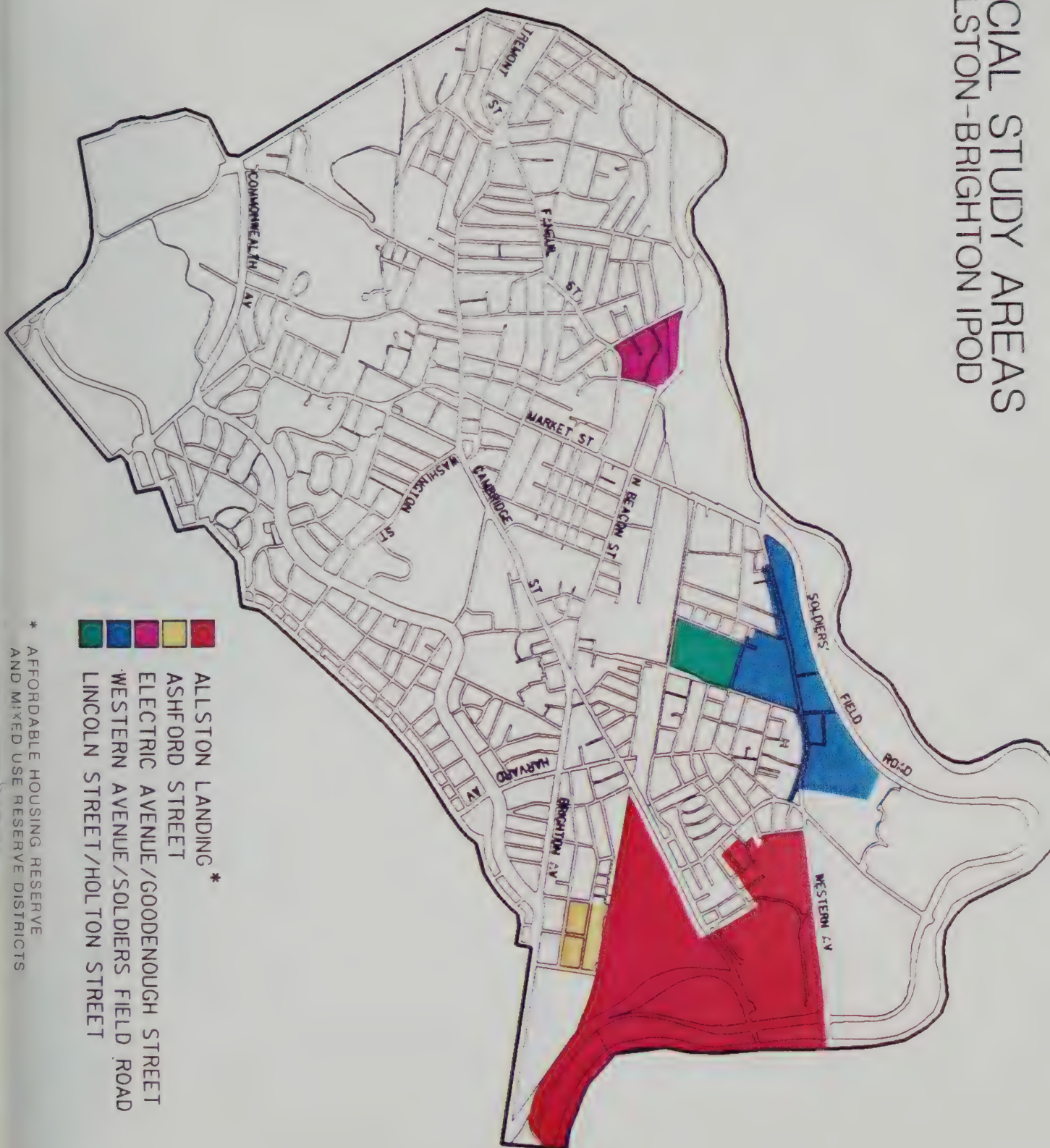


Total Land Area =  
2,824.42 Acres\*





# SPECIAL STUDY AREAS ALLSTON-BRIGHTON IPOD



\* AFFORDABLE HOUSING RESERVE  
AND MIXED USE RESERVE DISTRICTS

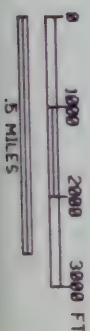


# BOULEVARD PLANNING DISTRICTS

## ALLSTON/BRIGHTON



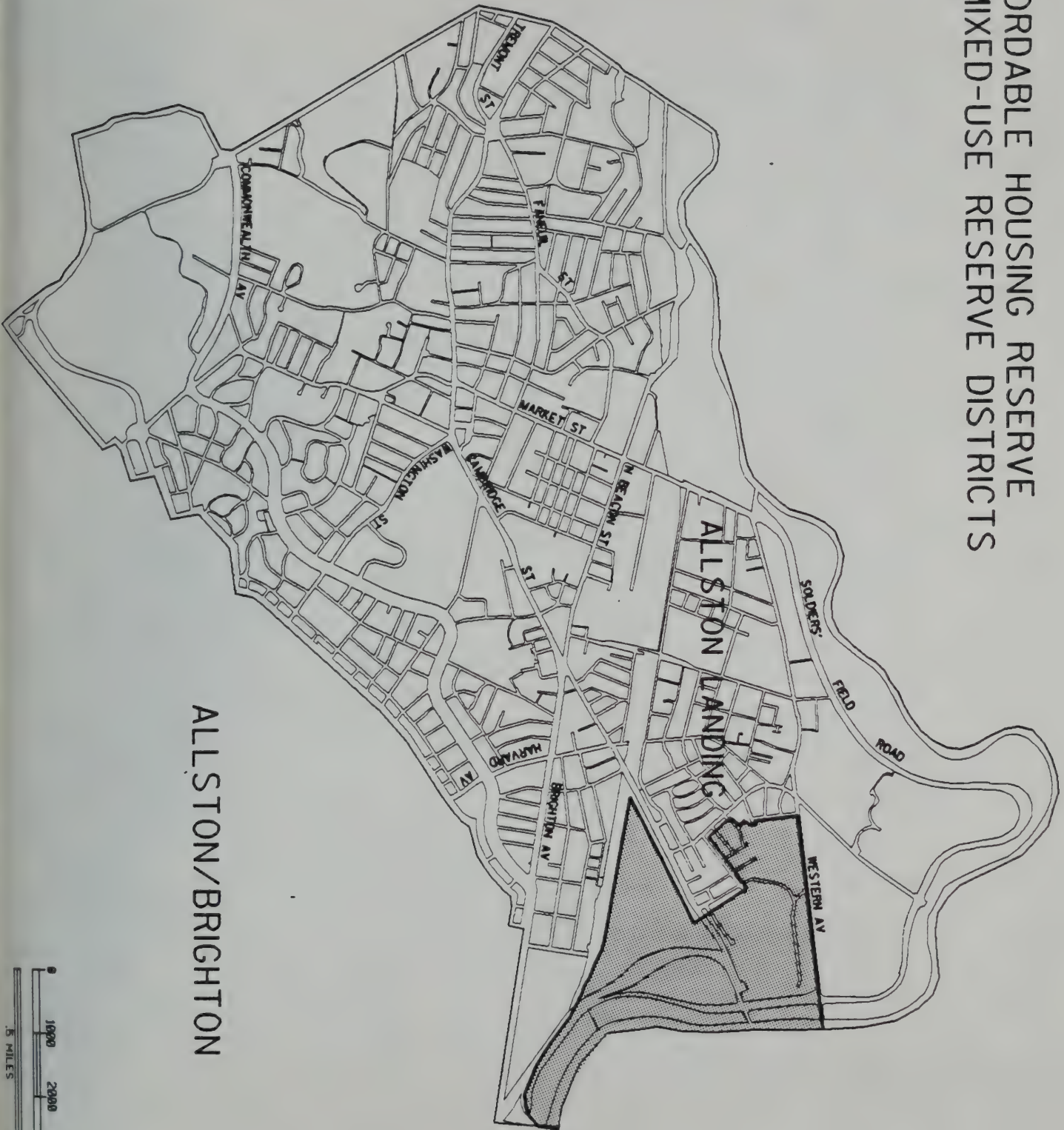
1. COMMONWEALTH AVENUE
2. CAMBRIDGE STREET
3. BRIGHTON AVENUE
4. WASHINGTON STREET
5. HARVARD AVENUE
6. MARKET STREET
7. WESTERN AVENUE







# AFFORDABLE HOUSING RESERVE AND MIXED-USE RESERVE DISTRICTS



ALLSTON/BRIGHTON









# Community Based Planning

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**STEP 1**    Proposal of Zoning Guidelines

---

**STEP 2**    Community Review Process

---

**STEP 3**    Zoning-Interim Controls

---

**STEP 4**    District Planning

Special Studies

Project Reviews

---

**STEP 5**    Final Zoning Ordinances

Final Plan

---



# Calendar

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## STEP 1 Proposal of Zoning Guidelines

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| DATE              | ACTIVITY  |
|-------------------|---|
| November 20, 1985 | First community meeting - Distributed Workbooks   |
| January, 1986     | Second community meeting - Solicited nominees for the Planning and Zoning Advisory Committee (PZAC) |
| May 1, 1986       | Mayor appointed PZAC  |
| May 6, 1986       | Reception for PZAC hosted by Mayor and BRA  |

## STEP 2 Community Review Process

---

|                |   |
|----------------|---|
| June 4, 1986   | PZAC meetings - Issues included:<br><br>traffic and parking,<br><br>housing and density,<br><br>institutional encroachment,<br><br>affordable housing |
| June 16        |   |
| July 7         |   |
| July 21        |   |
| August 4       |   |
| August 18      |   |
| September 8    |   |
| September 22   |   |
| October 6      |   |
| October 20     |   |
| November 3     |   |
| November 17    |   |
| December 2     |   |
| March 2, 1987  | Presentation of Policy Recommendations to PZAC by BRA and Neighborhood Services   |
| March 9, 1987  | Further comment on Policy Recommendations by PZAC   |
| March 30, 1987 | Review of Draft IPOD Amendment incorporating Policy Recommendations   |
| April 10, 1987 | Distribution of Allston-Brighton Newsletter and Allston-Brighton IPOD   |
| April 27, 1987 | Community meeting presented and discussed Draft IPOD Amendment  |
| May 4, 1987    | PZAC meeting, discussed Draft IPOD Amendment  |
| May 18, 1987   | PZAC meeting -<br>Further comment on Draft IPOD Amendment and discussion of comments received from public   |





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## **STEP 3**

## **Zoning-Interim Controls**

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May 21, 1987

Submit IPOD Amendment to BRA Board/Public Hearing

June 16, 1987

Petition Zoning Commission/Action on Petition

June 30, 1987

Submit for approval by the Mayor

## **STEP 4**

## **District Planning**

## **Special Studies**

## **Project Reviews**

---

July 1, 1987

Boulevard Planning Studies to be conducted  
Special Study Areas to be studied

May 1, 1989

Individual project reviews to be conducted  
District planning to be conducted

## **STEP 5**

## **Final Zoning Ordinances**

## **Final Plan**

---

June 30, 1989

Adoption of New Zoning









## ALLSTON-BRIGHTON NEIGHBORHOOD PROFILE

### Introductory Overview

From 1635 to World War II, Allston-Brighton developed from an agricultural community into large stockyards serving the region, and later diversified into industrial uses. Containing 4.4 square miles, Allston-Brighton is Boston's largest, most populous neighborhood.

After World War II, two major changes affected Allston-Brighton. First, the Massachusetts Turnpike divided Allston-Brighton even more than the previous railyards, by cutting through existing neighborhoods and shopping areas, and second, the growth of local universities brought in a flood of students. High concentrations of elderly, college students and working class families now combine to present a wide range of lifestyles.

The area's population in 1980 was 65,264 or 11.6% of the City of Boston's total population. Large groups of Irish, Italian, Greek and Jewish populations, already established in Allston-Brighton, have been joined by Chinese, Blacks, and Hispanics. Allston-Brighton today is one of the city's best integrated and most diverse neighborhoods. However, half its households contain single residents and another quarter are composed of unrelated individuals.

The predominant housing type is a wood frame, single family unit, but 1 to 6 family structures, rowhouses, garden apartments, and medium rise apartments all are present in substantial numbers. Many of these have recently been converted into condominiums. There is also subsidized housing and several dominant public housing developments, including Faneuil and Commonwealth Fidelis Way. Both of these developments have been the focus of modernization efforts.

### I. Neighborhood History

Settlement began in 1635 when the area was opened to land grant settlers. A pattern of sparsely settled agricultural land prevailed until the filling of Back Bay and Kenmore Square in the late 1800s; by this time the Brighton stockyards had become the foremost cattle market in the region. At that time, the extension of streetcar lines encouraged high quality residential development in Brighton, much of which still remains today in Allston and the northern and eastern sections of Brighton. The proximity to the Charles River and to the Boston and Albany Railroad encouraged the construction of stockyards, slaughterhouses, and meat packing operations. As the nation expanded westward and refrigerated railroad cars were introduced, the Brighton stockyards declined in importance and were replaced by other industrial plants, commercial warehouses, and even houses. Since settlement was unplanned, housing, commercial and industrial uses were intermingled, causing a confusing and blighted environment that still exists in some sections of the neighborhood today.

After World War II, the construction of the Mass. Turnpike extension isolated Allston from Brighton even more than the railroad tracks due to the greater width of its right-of-way, the noise and air pollution, and because it severed pedestrian links. Meanwhile, the proximity to expanding universities on all



sides resulted in a considerable influx of students, younger families, and new workers into the district. This spurred conversion of housing into more smaller units and condominiums.

Table Ia. Allston-Brighton Population and Housing, 1950-1980

|                     | <u>1950</u>  | <u>1960</u>  | <u>1970</u>   | <u>1980</u>   |
|---------------------|--------------|--------------|---------------|---------------|
| Population          | 67,102 (8.4) | 64,207 (9.2) | 63,657 (9.9)  | 65,264 (11.6) |
| Housing<br>Units    | 21,314 (9.6) | 23,452 (9.8) | 25,324 (10.9) | 29,548 (12.2) |
| Persons<br>Per Unit | 3.1          | 2.7          | 2.5           | 2.2           |

Note: Figures in brackets are percent of Boston total.

Source: See section at end of profile describing sources a(, b), c) and d), as well as the methodology.

## II. Demographics

By 1985, Allston-Brighton had become an area of young adults with one of the lowest median age levels among Boston's neighborhoods. Over two-thirds of its population was between the ages of 15 and 34 in 1985. Although the 5,500 group quarters population, one-twelfth of this large district, was mostly students, the majority of the neighborhood's young adults were beyond school age and were working. Over two-thirds of the households were also non-family, living either as singles or as roommates.

Characteristic of Boston's young adults, high educational attainment, occupational skills and high mobility prevailed. Allston-Brighton joined Fenway-Kenmore as one Boston's fastest growing neighborhoods from 1980 to 1985.

Table IIa. Total Population in 1985

|                  | <u>Total</u> | <u>Population in<br/>group quarters</u> | <u>Household<br/>population</u> | <u>Average house-<br/>hold size</u> |
|------------------|--------------|---|---------------------------------|-------------------------------------|
| Allston-Brighton | 67,600       | 5,700                                   | 61,900                          | 2.1                                 |
| City of Boston   | 601,095      | 32,300                                  | 570,500                         | 2.4                                 |

Note difference between total population and household population. Most of the following tables refer to household population as explained in the end notes for source b).





Table 11b. Household Population Age Composition in 1985  
(in percent)

|                  | <u>Median<br/>Age</u> | <u>0-14</u> | <u>15-24</u> | <u>25-34</u> | <u>35-54</u> | <u>55+</u> |
|------------------|-----------------------|-------------|--------------|--------------|--------------|------------|
| Allston-Brighton | 25.9 yrs              | 6           | 39           | 30           | 11           | 14         |
| City of Boston   | 28.8 yrs              | 17          | 23           | 22           | 20           | 18         |

Note: Percent may not total to 100 due to rounding.

Source: b)

The neighborhood had the largest concentration of Chinese outside of Chinatown. Aside from the Chinese relatively few other minorities resided in Allston-Brighton.

Table 11c. Household Population Racial Ethnic Composition in 1985  
(in percent)

|                  | <u>White, not<br/>Hispanic</u> | <u>Black</u> | <u>Hispanic*</u> | <u>Asian</u> | <u>Other<br/>Races</u> |
|------------------|--------------------------------|--------------|------------------|--------------|------------------------|
| Allston-Brighton | 81                             | 2            | 4                | 12           | 1                      |
| City of Boston   | 62                             | 25           | 7                | 5            | 1                      |

Note: Percent may not total to 100 due to rounding.

\* Hispanic includes self-designated Hispanics plus those who speak Spanish in the home or were born in a Spanish-speaking country.

Source: b)

Allston-Brighton had virtually no single parent households and considerably fewer traditional families than average because over three-fourths of its households were composed of unrelated individuals. In fact, 49 percent of the total were single person households in 1985.



Table IId. Household Composition in 1985  
(in percent)

|                  | <u>Traditional<br/>families and<br/>couples</u> | <u>Single<br/>parent<br/>households</u> | <u>Single<br/>person<br/>household</u> | <u>Household<br/>of unrelated<br/>individuals</u> |
|------------------|---|---|--|---|
| Allston-Brighton | 23  | 1                                       | 49                                     | 27  |
| City of Boston   | 36  | 16                                      | 34                                     | 14  |

Note: Percent may not total to 100 due to rounding.

Source: b)

### III. Income and Poverty

Allston-Brighton's household income was a little higher than the city average because of above-average family income, although many unrelated individuals had below-average income.

Table IIIa. Median Household Income and Portion in Poverty in 1979 and 1984  
(in current dollars and percent in poverty)

|                  | Median household income |          | Portion in poverty     |                        |                         |                              |
|------------------|-------------------------|----------|------------------------|------------------------|-------------------------|------------------------------|
|                  | 1979                    | 1984     | 1979<br>all<br>persons | 1984<br>all<br>persons | 1984<br>all<br>families | 1984<br>unrelated<br>persons |
| Allston-Brighton | \$12,301                | \$22,400 | 22                     | 17                     | 8                       | 22                           |
| City of Boston   | 12,530                  | 19,250   | 20                     | 21                     | 22                      | 17                           |

Source: b)

### IV. Mobility and Migration

Allston-Brighton had decidedly fewer residents born in Boston: instead, it had a larger proportion from other parts of the U.S. and Canada. Even though one-fifth of the households have been at their home in Allston-Brighton over 16 years, the rest of its population was particularly mobile. Over half has been in their dwelling less than two years.





Table IVa. Place of Birth of 1985 Residents  
(in percent)

|                  | <u>Massachusetts</u> | <u>Other U.S.<br/>and Canada</u> | <u>Europe</u> | <u>Elsewhere</u> |
|------------------|----------------------|----------------------------------|---------------|------------------|
| Allston-Brighton | 41                   | 37                               | 7             | 15               |
| City of Boston   | 55                   | 25                               | 5             | 15               |

Note: Percent may not total to 100 due to rounding.

Source: b)

Table IVb. Years in Dwelling Unit of 1985 Residents  
(in percent)

|                  | <u>2</u> | <u>2-5</u> | <u>6-10</u> | <u>11-15</u> | <u>16+</u> |
|------------------|----------|------------|-------------|--------------|------------|
| Allston-Brighton | 53       | 21         | 4           | 2            | 21         |
| City of Boston   | 28       | 27         | 16          | 10           | 19         |

Note: Percent may not total to 100 due to rounding.

Source: b)

## V. Employment

Labor force participation in Allston-Brighton was high and many were employed in service occupations. A variety of workplaces in Allston-Brighton support 29,500 jobs. A sizeable manufacturing base and health and hospital services account for over 4,000 jobs each. The area also specializes in business services and retail trade, including eating and drinking establishments.

Table Va. Labor Force Status, Spring 1985  
(in percent)

|                  | <u>Participation rate<br/>(Persons aged 16 yrs)</u> | <u>Unemployment<br/>rate</u> |
|------------------|---|------------------------------|
| Allston-Brighton | 68  | 3                            |
| City of Boston   | 66  | 6                            |

Source: b)



Table Vb. Industry of Resident Workers, 1985  
(in percent)

|                  | <u>Manuf'g</u> | <u>Trade</u> | <u>F.I.R.E.*</u> | <u>Services</u> | <u>Gov't</u> | <u>Other</u> |
|------------------|----------------|--------------|------------------|-----------------|--------------|--------------|
| Allston-Brighton | 11             | 15           | 8                | 48              | 3            | 16           |
| City of Boston   | 14             | 16           | 8                | 36              | 11           | 15           |

Note: Percent may not total to 100 due to rounding.

\* F.I.R.E. is an abbreviation for Finance, Insurance and Real Estate.

Source: b)

Table Vc. Employment within Neighborhood, 1983

|                  | <u>Manuf'g</u> | <u>Trade</u> | <u>F.I.R.E.*</u> | <u>Services</u> | <u>Gov't</u> | <u>Other</u> |
|------------------|----------------|--------------|------------------|-----------------|--------------|--------------|
| Allston-Brighton | 4,100          | 7,200        | 800              | 10,100          | 3,200        | 4,100        |
| City of Boston   | 48,900         | 81,000       | 78,800           | 171,000         | 91,500       | 58,100       |

Source: c)

## VI. Housing

Allston-Brighton was second only to the Central district in net additions to its housing stock from 1980 to 1985. Allston-Brighton is currently still a neighborhood of renters: three of every four households rent their units. However, condominium conversions was already at a fever pitch in 1985. In early 1985, Allston-Brighton had 4,127 condominiums: by the end of 1986, it had 5,757, in effect doubling the 1980 rate of resident ownership.

The stock of condominiums in the neighborhood in 1985 was second only to Back Bay-Beacon Hill. By then, 17 percent of Allston-Brighton's housing units were condominiums, which was comparable to Fenway-Kenmore, but still much less than the Back Bay-Beacon Hill and Central neighborhoods. Property values and rents in Allston-Brighton are the highest of any planning district not contiguous to the Downtown.

Table VIb. 1-3 Family Property Values and Median Gross Rents, 1980 and 1985

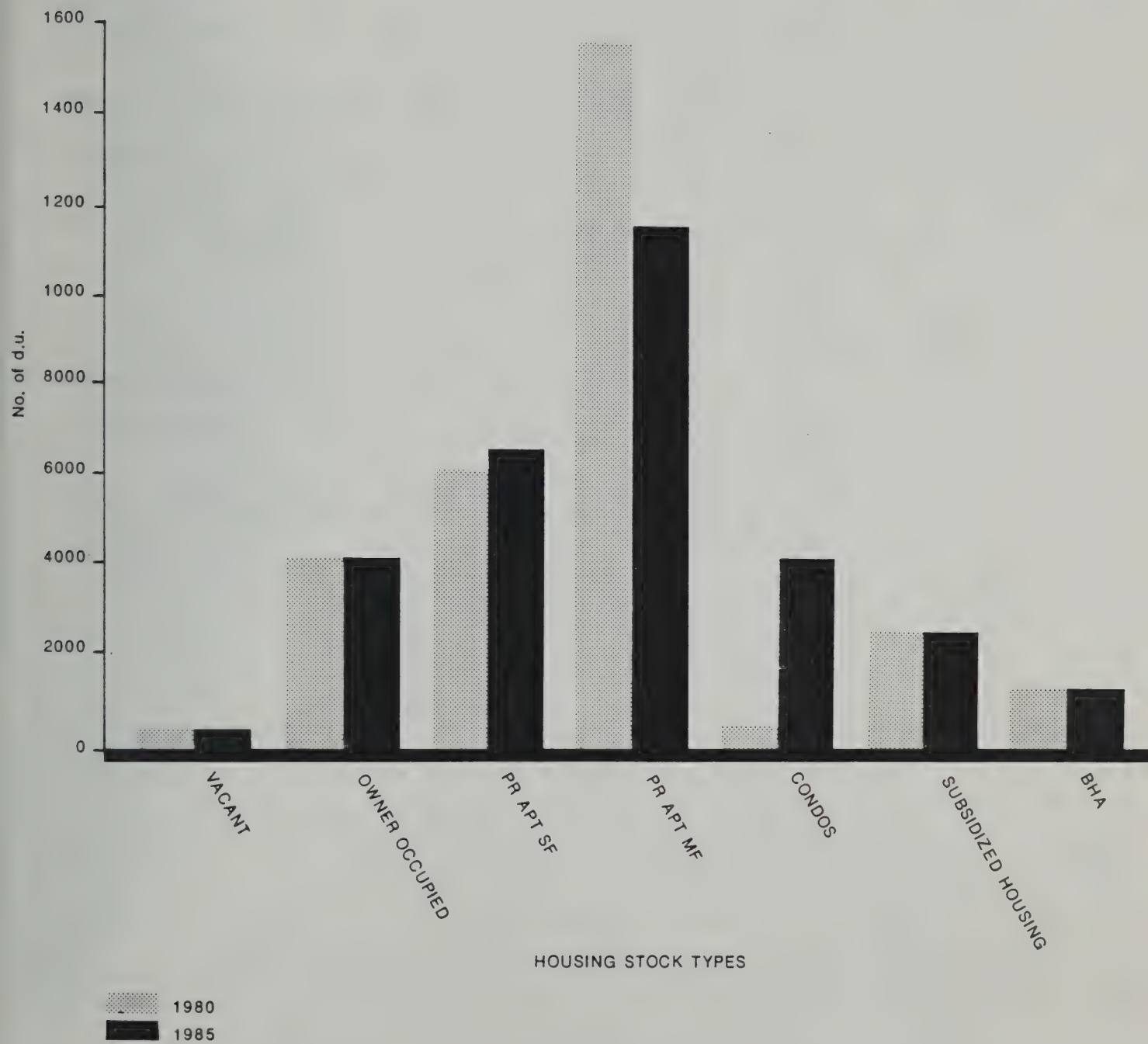
|                  | <u>1-3 family property values</u> |             | <u>Median monthly gross rents</u> |             |
|------------------|-----------------------------------|-------------|-----------------------------------|-------------|
|                  | <u>1979</u>                       | <u>1985</u> | <u>1980</u>                       | <u>1985</u> |
| Allston-Brighton | \$55,000                          | \$180,000   | \$291                             | \$530       |
| City of Boston   | 32,000                            | 115,000     | 254                               | 400         |

Source: b)





FIGURE C8: ALLSTON BRIGHTON NEIGHBORHOOD HOUSING PROFILE





## VII. Transportation

In terms of mode of transportation to work and car ownership, Allston-Brighton practices were fairly close to the city average.

Table VIIa. Means of Household Transportation to Work, 1985  
(in percent)

|                  | <u>Vehicle</u> | <u>MBTA</u> | <u>Walk</u> | <u>Other</u> |
|------------------|----------------|-------------|-------------|--------------|
| Allston-Brighton | 52             | 36          | 9           | 3            |
| City of Boston   | 50             | 33          | 15          | 3            |

Note: Percent may not total to 100 due to rounding.

Source: b)

Table VIIb. Number of Vehicles Owner per Household, 1985  
(in percent)

|                  | <u>None</u> | <u>1</u> | <u>2</u> | <u>3 or more</u> |
|------------------|-------------|----------|----------|------------------|
| Allston-Brighton | 34          | 47       | 10       | 9                |
| City of Boston   | 39          | 42       | 14       | 5                |

Note: Percent may not total to 100 due to rounding.

Source: b)









TO THE ZONING COMMISSION OF THE CITY OF BOSTON:

The Boston Redevelopment Authority petitions to amend the text of the Boston Zoning code by inserting after Article 27E, for a period of twenty-four months from the effective date of this amendment, the following Article:

#### ARTICLE 27F

##### ALLSTON-BRIGHTON INTERIM PLANNING OVERLAY DISTRICT

SECTION 27F-1. Statement of Purpose. The purposes of this article are to implement interim planning standards and to facilitate the comprehensive planning and rezoning of the Allston-Brighton neighborhood; to manage the future development of Allston-Brighton for the use and benefit of the inhabitants of Allston-Brighton and of Boston; to provide a predictable, clear and understandable process for public review of new development; to re-establish certain boulevards as viable mixed-use and residential centers and as neighborhood gateways; to preserve the health, safety, convenience and welfare of the inhabitants of Allston-Brighton; to lessen congestion in the streets; to provide for adequate parking facilities; to provide appropriate density controls that protect established residential areas and direct growth to areas where it can be accommodated; to prevent overcrowding of land; to promote residential development that is affordable to all segments of the community; to promote mixed-income residential development; to preserve, enhance, and create open space; and to promote the peaceable enjoyment of the city's amenities by all residents.





SECTION 27F-2. Declaration of Need for Interim Zoning. Interim zoning in the Allston-Brighton IPOD Study Area is necessary to provide the proper balance between competing land uses and economic and environmental factors. Characteristics of existing zoning that render it inappropriate include its failure to: provide for opportunities for appropriately sited residential, commercial, and mixed-use development to benefit the community; prevent the intermingling of industrial and manufacturing uses with residential, commercial, cultural, and public open space uses; provide for adequate pedestrian and vehicular circulation and access; provide adequate parking controls; provide for the creation and rehabilitation of housing that is affordable to all segments of the community; protect lower scale areas from multi-story development; provide for appropriate density controls to protect established residential areas; provide for zoning designations which result in the appropriate siting of land uses; preserve and enhance open space; and to preserve historic structures.

SECTION 27F-3. Definitions. For the purposes of this article only, the following words and phrases, when capitalized, shall have the meanings indicated.

1. "Affordable" shall mean, in the case of an owner-occupied dwelling unit, requiring the expenditure by a Low-Income or Moderate-Income Household for mortgage, insurance, real estate taxes, and condominium or cooperative fees of not more than thirty (30%) of its gross income to occupy the unit; and, in the case of a renter-occupied dwelling unit, requiring the expenditure by a Low-Income or Moderate-Income Household for rent of not more than thirty percent (30%) of its gross income to occupy the unit.



2. "Allston-Brighton IPOD" shall mean the regulations imposed by this article.
3. "Allston-Brighton IPOD Study Area" shall mean the area described in Section 27F-4.
4. "Low-Income Households" shall mean households whose gross annual income does not exceed 50% of the median annual income of households in the Boston Standard Metropolitan Statistical Area as published from time to time.
5. "Market Unit" shall mean any dwelling unit available for purchase without restrictions as to income of purchasing household.
6. "Median Income" shall mean the income set forth from time to time in or calculated by regulations promulgated by the United States Department of Housing and Urban Development, pursuant to Section 8 of the Housing Act of 1937, as amended by the Housing and Community Development Act of 1974.
7. "Moderate-Income Households" shall mean households whose gross annual income does not exceed 80% of the median annual income of households in the Boston Standard Metropolitan Statistical Area as published from time to time.





8. "Proposed Project" shall mean the erection, reconstruction, alteration or extension of any structure or land, for which the Applicant is required to obtain a building or change of use permit.
9. "Urban Wilds" shall mean natural, undeveloped lands in Boston that lie outside the city's park system and which have been identified by the BRA in their report "Boston Urban Wilds" published in September of 1976.
10. "Underlying Zoning" shall mean all zoning regulations, with the exception of this article, which are contained in this code.
11. "Upper-moderate Income Households" shall mean households whose gross annual income does not exceed 110% of the median income of households in the Boston Standard Metropolitan Statistical Area as published from time to time.
12. "Zoning Relief" shall mean any variance, conditional use permit, change of use or occupancy permit, exception, interim planning permit, zoning map or text amendment or any other relief granted by the Boston Zoning Commission or the Board of Appeal.

SECTION 27F-4. Physical Boundaries. This article shall be applicable only in the Allston-Brighton Interim Planning Overlay District Study Area, consisting of six planning areas depicted in Appendix A and described in Appendix B: Commonwealth Avenue Corridor (A), Commonwealth Avenue/Brighton



Avenue/North Beacon Street Corridor (B), Market Street/Brighton Center and Hospitals (C), Oak Square/Washington Heights (D) North Allston (E), and Allston Landing (F).

SECTION 27F-5. Applicability. Unless otherwise exempt pursuant to this section, any Applicant seeking a building permit for exterior construction or exterior alteration or a change of use permit for any Proposed Project within the Allston-Brighton IPOD Study Area shall be subject to the provisions of this article. The following Proposed Projects, however, shall be exempt from such regulations.

1. Any Proposed Project for Residential Uses of three or fewer dwelling units, unless located within a designated Urban Wilds area.
2. Any Proposed Project within an area which has received or undergone a zoning map change pursuant to Section 3-1A after the effective date of this article.
3. Any Proposed Project for which application to the Inspectional Services Department for a building or use permit has been made prior to the first notice of hearing before the Zoning Commission for adoption of this article and for which no Zoning Relief is required.
4. Any Proposed Project for which appeal to the Board of Appeal for any Zoning Relief has been made prior to the first notice of hearing before the Zoning Commission for adoption of this article, provided that such Zoning Relief has been or is hereafter granted by the Board of Appeal pursuant to such appeal.





SECTION 27F-6. Zoning Regulations in Effect; Conflict Provisions. The Allston-Brighton IPOD and Underlying Zoning shall together constitute the zoning regulations for the Allston-Brighton IPOD Study Area. Upon expiration of this article, the Underlying Zoning shall be the sole set of zoning regulations for the Allston-Brighton IPOD Study Area. Where conflicts between the provisions of the Allston-Brighton IPOD and the Underlying Zoning exist, the more restrictive provisions shall govern.

SECTION 27F-7. General Land Use Goals, Objectives for the Allston-Brighton Interim Planning Overlay District. The general land use objectives in the six planning areas of the Allston-Brighton Interim Planning Overlay District Study Area are: to protect existing residential areas from any adverse effects of industrial, commercial and institutional uses; to provide for compatible adjacent uses and for buffer zones between conflicting uses; to regulate building height and massing in order that structures do not create a high or dense wall that would block air flow channels and obstruct views and access to the Charles River; to create, retain, and enhance open space, parks, and recreation areas; to develop appropriate density and parking requirements; to provide for public access to the Charles River reservation; to protect open areas, including but not limited to areas identified as Urban Wilds, from excessive development and to protect the significant natural elements of such areas.

SECTION 27F-8. Special Study Areas. Five areas, each over five (5) acres shall be established as Special Study Areas because of the special potential of each for future development. The boundaries of these Special Study Areas are described in Appendix D. The revised zoning for the Special Study



Areas will reflect the need for growth which will benefit the community and control growth throughout the remainder of the community; encourage the development of affordable housing and market rate housing to relieve market pressures that cause displacement; provide a critical mass of economic activity to create employment opportunities for residents, provide services for residents and visitors, and help to restore the Allston/Brighton IPOD Study Area to a more self-sufficient economy. The Special Study Areas include the following:

- A. Allston Landing. Comprehensive land use analyses for Allston Landing will be conducted during the IPOD planning period to develop revised zoning controls to protect existing residential areas, provide for economic development, and maintain views of and access to the Charles River.
- B. Ashford Street. Current uses in this area include light industrial, office, open air parking, and outdoor athletic facilities. This area currently provides a buffer between the South Allston neighborhood and the Boston University dorms and there is pressure to develop parts of this area as residential. Comprehensive land use analyses to be conducted during the IPOD period will take into consideration the existing buffer between residential and institutional uses, Boston University's Master Plan and potential new residential development and mixed use zoning.
- C. Electric Avenue/Goodenough Street. Current uses in this area include light industrial and residential. Comprehensive land use analyses to be conducted during the IPOD period will take into consideration the scale





and character of the existing residential neighborhood, the existing adjacent public housing, the possible continuation of light manufacturing uses, and the possible rezoning to residential uses.

D. Western Avenue/Soldiers Field Road. This is currently a mixed use area of low-scale buildings, but development pressure is causing a transition to residential uses. Comprehensive land use analyses to be conducted during the IPOD period shall take into consideration the scale of future development; public access to M.D.C. recreation areas, encouraging mixed-use developments to provide for the needs of present and future residents, traffic and parking flow and capacity, and the availability of public transit.

E. Lincoln Street/Holton Street. This area separates the two residential neighborhoods of North Allston. Part of the area is commercial and the remainder contains former industrial uses. Residential uses have been identified as appropriate for this area. Also, EDIC has identified this area as a desirable site for light manufacturing uses. Comprehensive land use analyses to be conducted during the IPOD period shall take into consideration the scale and character of the adjacent residential neighborhoods, appropriate scale of future residential and commercial development, existing infrastructure and its capacity need for expansion of infrastructure to support future development, and, possibility of linking neighborhoods.

SECTION 27F-9. Boulevard Planning Districts. Major arterials and cross streets that serve as primary access to all areas of the community and contain uses that provide services to the community may be designated Boulevard



Planning Districts. Interim zoning in these districts is necessary to assure their visual prominence and importance to the economy and the transportation system of the community. Analyses required to formulate new zoning regulations for the Boulevard Planning Districts shall be accomplished through special studies conducted by the Boston Redevelopment Authority with assistance from technical consultants and the Allston-Brighton Planning and Zoning Advisory Committee. The purpose of the revised zoning will be to (a) protect and promote the Boulevard Planning Districts as gateways to the community and as mixed-use commercial centers; (b) encourage a mix of uses that promotes and sustains economic viability and residential stability by providing employment opportunities, services for residents and visitors, and affordable and market rate housing; (c) develop a plan for the preservation of open space and historic structures; (d) develop parking and transportation access plans and identify appropriate sites for neighborhood public parking within commercial areas; and (e) develop design guidelines and billboard and sign controls to enhance the aesthetic character and economic viability of the Boulevard Planning Districts.

1. The Boulevard Planning Districts. The Allston-Brighton IPOD Study Area shall include the following Boulevard Planning Districts, which boundaries are described in Appendix E:

- a. Commonwealth Avenue
- b. Harvard Avenue
- c. Brighton Avenue
- d. Washington Street
- e. Cambridge Street
- f. Market Street
- g. Western Avenue





2. Site Plan Review. Within Boulevard Planning Districts, Site Plan Review and approval by the Boston Redevelopment Authority shall be required for all projects subject to the provisions of this article. Site Plan Review shall address, but not be limited to the following:
  - a. building height and massing
  - b. transportation access and the provision of parking
  - c. open space and landscaping
  - d. historic preservation
  - e. signs

SECTION 27F-10. Affordable Housing Reserve District. A subdistrict or part thereof or a contiguous group of subdistricts or parts thereof may be designated as an Affordable Housing Reserve if all parcels of land within such district are owned by a Public Agency and comprise at least one acre, either individually or in combination with contiguous parcels owned by a Public Agency. Three-fourths (3/4) of the gross floor area of any Proposed Project within an Affordable Housing Reserve shall be devoted to residential uses, two-thirds (2/3) of which shall be affordable to Low- or Moderate-Income households.

1. Low, moderate and high density housing shall be permitted in accordance with the following:
  - a. one to twelve (1-12) units per acre, low density
  - b. thirteen (13) to twenty-four (24) units per acre, moderate density
  - c. twenty-five (25) to thirty-six (36) units per acre, high density



2. An Affordable Housing Reserve District within the Allston-Brighton IPOD shall be established within Allston Landing which boundaries are described in Appendix F.

SECTION 27F-11. Mixed Use Reserve District. The whole or any part of a subdistrict may be established as a Mixed Use Reserve District if all parcels within such district are owned by a Public Agency and comprise at least one acre, either individually or in combination with contiguous parcels owned by a Public Agency. A Proposed Project within a Mixed Use Reserve District shall be developed as a Planned Development Area, in accordance with the provisions of Section 3-1A.a.

1. The Mixed Use Reserve District within the Allston-Brighton IPOD Study Area, as described in Appendix F, shall be that portion of the publicly owned land in Allston Landing which is not designated as an Affordable Housing Reserve.
2. Uses permitted within a Mixed Use Reserve District shall be limited to:
  - a. housing
  - b. open space
  - c. light manufacturing
  - d. commercial
  - e. public services

SECTION 27F-12. Institutional Master Plan. Any institution owning or operating a site area of one acre or more, and any Applicant seeking a building permit for a Proposed Project of at least one acre which includes an institutional use as defined by Section 8-7, Table A, Use Item numbers 11,





12, 13, 13A, 14 16A, 18, 20, 20A, 22, 23, 24 and 25, shall submit an Institutional Master Plan for review and approval by the Authority. The Authority may establish regulations to administer this requirement.

1. An Institutional Master Plan shall project at least five years into the future and at a minimum shall contain the following: a statement of the Applicant's present and future needs for academic, service, research, housing, patient care, and parking facilities, and a description of the uses, scale, and character of proposed or potential development.
2. An Institutional Master Plan shall include a Parking Management and Mitigation Plan which shall be updated annually.
3. Additional elements to be included in an Institutional Master Plan shall be determined through a scoping process by the Authority and the community which identifies the issues related to a Proposed Project.

SECTION 27F-13. Transportation Master Plan. A Transportation Master Plan for the Allston-Brighton IPOD shall be developed and shall include the following:

1. Determination of off-street parking requirements for residential and commercial developments.
2. Specification of parking and access controls to be implemented in commercial districts.



3. Identification of appropriate sites within commercial districts for commercial parking.
4. Analysis of public transit access locations relative to siting and size of development.
5. Analysis and development of a parking replacement requirement when existing parking is proposed to be eliminated through new development.
6. Determination of specified truck routes that avoid residential streets.

SECTION 27F-14. Transportation Access Plan. A Transportation Access Plan shall be required of any applicant seeking a building permit for any development exceeding 100,000 square feet, retail developments exceeding 50,000 square feet, or residential developments of 24 or more units. The Plan shall consist of impact assessment, mitigation and monitoring components as follows:

1. The impact assessment component shall identify and evaluate the impact of the development on the city's transportation and parking network.
2. The mitigation component shall propose measures to minimize the transportation-related impact of the developments.
3. The monitoring component shall describe provisions for periodic re-evaluation of the effectiveness of proposed mitigation measures.

SECTION 27F-15. Revised Light Manufacturing Zoning District. A revised light manufacturing district shall be developed through the IPOD planning process. The district shall provide for a limited number of allowed light





manufacturing uses compatible with adjacent residential areas, which uses will provide job opportunities for the community. Portions of existing light manufacturing districts, M-1 and M-2 districts, and General Manufacturing Districts, I-2 Districts, will be mapped as Revised Light Manufacturing Districts where it is desirable to retain such uses.

SECTION 27F-16. Allston-Brighton Interim Use Controls. To protect the Allston-Brighton IPOD Study Area from development inconsistent with the goals of the comprehensive planning process and contemplated zoning changes the following Interim Use Controls shall be in effect:

1. Single-, two- and three-family residential uses as specified by use item numbers 1 through 7\* inclusive in Section 8-7 of the Boston Zoning Code, Table A which are permitted as of right under the Boston Zoning Code and maps remain permitted uses and are exempt from the requirement of an Interim Planning Permit, provided that they are in compliance with 27F-16 and 27F-17, and provided that they are not within any part of a designated Urban Wilds site.
2. Unless exempt under this section, all uses shall require an Interim Planning Permit.
3. The interim use controls that will be in effect in each of the six planning areas of the Interim Planning Overlay District are described in Table A.

\*Three-family dwellings only.



Table A  
Allston-Brighton Interim Planning Overlay District: Interim Controls  
Use Items From Boston Zoning Code Table A: Use Regulations

| <u>Existing Zoning Designations</u>  | <u>Permitted Uses</u>               | <u>Uses Subject to Interim Planning Permit Process</u> |
|--|-------------------------------------|--|
| <u>Allston Landing</u>   |                                     |  |
| M-1  | None                                | All others   |
| I-2  | None                                | All others   |
| <u>North Allston Area</u>  |                                     |  |
| S-.5   | 1                                   | All others   |
| R-.5   | 1, 2-6,                             | All others   |
| R-.8   | 1, 2-6, 7*                          | All others   |
| H-1  | 1, 2-6, 7*,                         | All others   |
| L-.5   | 1, 2-6, 7*, 10,<br>34+, 39, 40, 43+ | All others   |
| L-1  | 1, 2-6, 7*,                         | All others   |
| L-2  | 1, 2-6, 7*,                         | All others   |
| L-2-U  | 1, 2-6, 7*, 10<br>34+, 39, 40, 43+  | All others   |
| M-1  | None                                | All others   |
| <u>Commonwealth Avenue/<br/>Brighton Avenue/North<br/>Beacon Street Corridor</u> |                                     |  |
| S-.5   | 1                                   | All others   |
| R-.5   | 1, 2-6                              | All others   |
| R-.8   | 1, 2-6, 7*,                         | All others   |
| L-.5   | 1, 2-6, 7*, 10, 34+<br>39, 40, 43+, | All others   |
| L-1  | 1, 2-6, 7*,                         | All others   |
| B-1  | 1, 2-6, 7*, 10, 34+<br>39, 40, 43+, | All others   |
| B-2  | 1, 2-6, 7*, 10, 34+<br>39, 40, 43+, | All others   |
| B-2-D  | 1, 2-6, 7*, 10, 34+<br>39, 40, 43+, | All others   |
| M-1  | None                                | All others   |
| I-2  | None                                | All others   |
| <u>Commonwealth Avenue Corridor</u>  |                                     |  |
| S-.3   | 1                                   |  |
| R-.8   | 1, 2-6, 7*,                         | All others   |
| H-1  | 1, 2-6, 7*,                         | All others   |
| H-2  | 1, 2-6, 7*,                         | All others   |
| H-3  | 1, 2-6, 7*,                         | All others   |





Table A, continued

| <u>Existing Zoning Designations</u>            | <u>Permitted Uses</u>                  | <u>Uses Subject to Interim Planning Permit Process</u> |
|--|--|--|
| L-.5   | 1, 2-6, 7*, 10, 34+<br>39, 40, 43+,    | All others   |
| B-1  | 1, 2-6, 7*, 10, 34+<br>39, 40, 43+,    | All others   |
| <u>Market Street/Brighton Center/Hospitals</u> |  |  |
| S-.5   | 1                                      | All others   |
| R-.5   | 1, 2-6                                 | All others   |
| R-.8   | 1, 2-6, 7*                             | All others   |
| H-1  | 1, 2-6, 7*                             | All others   |
| H-2  | 1, 2-6, 7*                             | All others   |
| L-.5   | 1, 2-6, 7*, 10, 34+, 37<br>39, 40, 43+ | All others   |
| B-1  | 1, 2-6, 7*, 10, 34+, 37<br>39, 40, 43+ | All others   |
| <u>Oak Square/Washington Heights</u>           |  |  |
| S-.5   | 1                                      |  |
| R-.5   | 1, 2-6                                 |  |
| R-.8   | 1, 2-6, 7*                             |  |
| L-.5   | 1, 2-6, 7*, 10, 34+<br>39, 40, 43+     | All others   |

\* Three-family dwellings only.

+ C if open from between the hours of 12:00 a.m. and 6:00 a.m.

SECTION 27F-17: Interim Height Standards. Proposed Projects within the Allston-Brighton IPOD Study Area shall be governed by the interim height standards set forth in Table B of this section.



Table B

Allston-Brighton Interim Planning Overlay District

Interim Height Standards

| <u>Existing Zoning<br/>Designations</u>  | <u>Underlying Zoning<br/>Height Controls</u> |             | <u>Interim<br/>Height Standards</u> |             |
|--|--|-------------|-------------------------------------|-------------|
|  | <u>Stories</u>                               | <u>Feet</u> | <u>Stories</u>                      | <u>Feet</u> |
| <u>Allston Landing</u>   |  |             |                                     |             |
| M-1  | 2½   | 35'         | 2½                                  | 35'         |
| I-2  | none   | none        | 2½                                  | 35'         |
| <u>North Allston</u>   |  |             |                                     |             |
| S-.5   | 2½   | 35'         | 2½                                  | 35'         |
| R-.5   | 2-2½   | 35'         | 2½                                  | 35'         |
| R-.8   | 3  | 35'         | 2½                                  | 35'         |
| H-1  | none   | none        | 3                                   | 35'         |
| L-.5   | 2½   | 35'         | 2½                                  | 35'         |
| L-1  | 3  | 35'         | 2½                                  | 35'         |
| L-2  | 3  | 40'         | 2½                                  | 35'         |
| L-2-U  | none   | none        | 2½                                  | 35'         |
| M-1  | 2½   | 35'         | 2½                                  | 35'         |
| <u>Commonwealth Avenue/<br/>Brighton Avenue/North<br/>Beacon Street Corridor</u> |  |             |                                     |             |
| S-.5   | 2½   | 35'         | 2½                                  | 35'         |
| R-.5   | 2-2½   | 35'         | 2½                                  | 35'         |
| R-.8   | 3  | 35'         | 2½                                  | 35'         |
| L-.5   | 2½   | 35'         | 2½                                  | 35'         |
| L-1  | 3  | 35'         | 2½                                  | 35'         |
| B-1  | 3  | 40'         | 2½                                  | 35'         |
| B-2  | none   | none        | 2½                                  | 35'         |
| B-2-D  | none   | none        | 2½                                  | 35'         |
| M-1  | 2½   | 35'         | 2½                                  | 35'         |
| I-2  | none   | none        | 2½                                  | 35'         |





Table B, continued

| <u>Existing Zoning<br/>Designations</u>                 | <u>Underlying Zoning<br/>Height Controls</u> |             | <u>Interim<br/>Height Standards</u> |             |
|---|--|-------------|-------------------------------------|-------------|
|   | <u>Stories</u>                               | <u>Feet</u> | <u>Stories</u>                      | <u>Feet</u> |
| <u>Commonwealth<br/>Avenue Corridor</u>                 |  |             |                                     |             |
| S-.3  | 2½   | 35'         | 2½                                  | 35'         |
| R-.8  | 3  | 35          | 2½                                  | 35'         |
| H-1   | none   | none        | 3                                   | 35'         |
| H-2   | none   | none        | 3                                   | 35'         |
| H-2   | none   | none        | 3                                   | 35'         |
| L-.5  | 2½   | 35'         | 2½                                  | 35'         |
| L-1   | 3  | 35'         | 2½                                  | 35'         |
| B-1   | 3  | 40'         | 2½                                  | 35'         |
| <u>Market Street/Brighton<br/>Center/Hospitals</u>      |  |             |                                     |             |
| S-.5  | 2½   | 35'         | 2½                                  | 35'         |
| R-.5  | 2-2½   | 35'         | 2½                                  | 35'         |
| R-.8  | 3  | 35'         | 2½                                  | 35'         |
| H-1   | none   | none        | 3                                   | 35'         |
| H-2   | none   | none        | 3                                   | 35'         |
| L-.5  | 2½   | 35'         | 2½                                  | 35'         |
| B-1   | 3  | 40'         | 2½                                  | 35'         |
| <u>Oak Square/Washington<br/>Heights/Boston College</u> |  |             |                                     |             |
| S-.5  | 2½   | 35'         | 2½                                  | 35'         |
| R-.5  | 2-2½   | 35'         | 2½                                  | 35'         |
| R-.8  | 3  | 35'         | 2½                                  | 35'         |
| L-.5  | 2½   | 35'         | 2½                                  | 35'         |

SECTION 27F-18: Interim Parking Controls. The following interim parking controls shall apply to any use listed in Table A of section 8-7 under Use Item Nos. 1, 1A, 2, 3, 4, 5, 6, 7, 7A, 7B, 8, 9, 10, 11, 12, 13, 13A, 14 or 15, in the Allston-Brighton Study Area:

1. For any newly created residential unit(s) the following ratios of number of off-street parking spaces to number of units shall apply unless otherwise excepted by this section:



Number of Dwelling Units  
In Residential Structure

Off-Street Parking Spaces  
Required for Each Unit

|              |      |
|--------------|------|
| 1 to 3       | 1.00 |
| 4 to 6       | 1.50 |
| 7 to 9       | 1.75 |
| 10 and above | 2.00 |

2. Off-street parking facilities shall be provided at a ratio of 1.0 parking space for each dwelling unit that is developed under an approved City, State, or Federal housing program for Low and Moderate Income housing and rented or sold to a Low or Moderate Income Household.
3. Housing projects for elderly persons of Low-income shall provide 0.2 space per dwelling unit if such housing project was constructed under the Housing Authority law of the Commonwealth of Massachusetts and/or the United States Housing Act of 1937 amended.

In the Allston-Brighton Study Area, any newly-created retail and office uses as specified by use item numbers 32, 33, 34, 34A, 35, 36, 39, 40, 41, 42, 43, 44, 46, 47, 48, 49, 50, 51, 61, 73, 74 or 78 in Table A of Section 8-7, shall provide one (1) off-street parking space for each 300 square feet of gross floor area.

SECTION 27F-19. Open Space Plan. During the Allston-Brighton IPOD planning period an Open Space Plan shall be developed with the community to accompany revised zoning and to guide future development. The Open Space Plan will emphasize historic, geographic and functional links to historic Allston-Brighton, to activity modes within Allston-Brighton, and to the open space and park system of Boston. The open space plan also shall identify appropriate locations and opportunities for new open space sites in Allston-



Brighton, including those sites identified by the city as Urban Wilds. Any development proposed for an Urban Wild Site during the interim period must secure an IPOD permit.

SECTION 27F-20. Design Guidelines. During the Allston-Brighton IPOD planning period Design Guidelines shall be developed with the community to promote residential and commercial neighborhood design for future development that will enhance the community and reinforce the positive scale, character, massing, and architectural elements that exist in the Allston-Brighton Study Area. Design guidelines shall at a minimum address building design, open space and landscaping, historic structures and signage, and within the Boulevard Design Districts, any additional elements specific to those areas. A Design Advisory Group will be formed within the Allston-Brighton community to work with the Authority to develop and implement these guidelines.

SECTION 27F-21. Standards for Issuance of Interim Planning Permit. The Board of Appeal shall not grant an interim planning permit unless it finds that the Proposed Project's benefits to the community outweigh the burdens imposed and that it is in substantial accord with the following standards:

1. The land use goals and objectives set forth in Section 27F-7.
2. The purposes and intent of the Special Study Areas set forth in Section 27F-8.
3. The Interim Use Controls set forth in Section 27F-16, Table A.
4. The Interim Height Standards set forth in Section 27F-17, Table B.





In issuing an Interim Planning Permit, the Board of Appeal shall provide in its written decision specific reasons why the project is in substantial accord with the above standards.

SECTION 27F-22 Enforcement. No building permit or change of use permit shall be issued for a Proposed Project subject to this article unless the Board of Appeal has approved an interim planning permit in accordance with Section 27-3.

SECTION 27F-23. Sunset Provision; Subsequent Amendments. This article shall be in effect for twenty-four (24) months. While in effect, this article or portions of this article may be repealed or superseded by subsequent amendments to either this article or to the Underlying Zoning as to which notice of a public hearing before the Zoning Commission is published after the effective date of this article.

SECTION 27F-24. Timetable for Rezoning. Submission of proposed zoning changes to the Boston Redevelopment Authority Board for petition to the Zoning Commission shall be completed within twenty-two (22) months of the enactment of the Allston-Brighton IPOD, and the Zoning Commission hearing on any petition to adopt proposed zoning changes shall be completed within twenty-four (24) months from the enactment of the Allston-Brighton IPOD unless otherwise extended pursuant to Section 27-2; provided, failure to meet any deadline for rezoning of the Allston-Brighton IPOD Study Area shall not invalidate any provision of the Allston-Brighton IPOD or Underlying Zoning.



SECTION 27F-25. Regulations. The Boston Redevelopment Authority may promulgate regulations to administer this article.

SECTION 27F-26. Severability. If any provision or section of this article shall be held invalid by a court of competent jurisdiction, such provision or section shall be deemed to be separate and apart from the remaining provisions or sections of this article and such remaining provisions and sections shall continue in full force and effect.

Petitioner: Boston Redevelopment Authority

By: \_\_\_\_\_  
Stephen Coyle, Director

Address: City Hall  
Boston, MA 02201

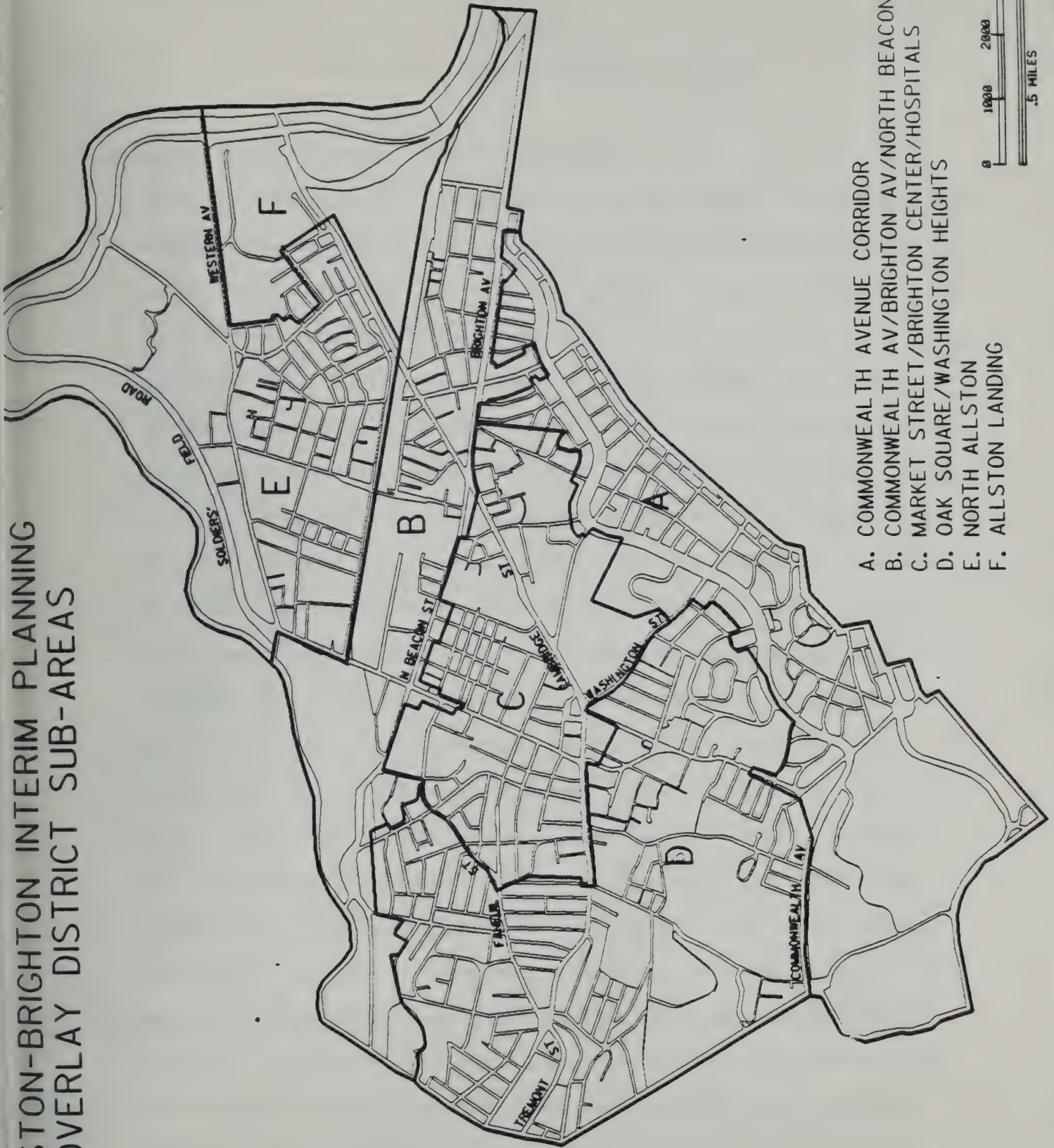
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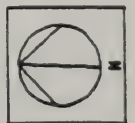




# ALLSTON-BRIGHTON INTERIM PLANNING OVERLAY DISTRICT SUB-AREAS



- A. COMMONWEALTH AVENUE CORRIDOR
- B. COMMONWEALTH AV/BRIGHTON AV/NORTH BEACON ST
- C. MARKET STREET/BRIGHTON CENTER/HOSPITALS
- D. OAK SQUARE/WASHINGTON HEIGHTS
- E. NORTH ALLSTON
- F. ALLSTON LANDING





## APPENDIX B

### Commonwealth Avenue Corridor Sub Area

Subdistrict A shall have the following boundaries:

From the intersection of the centerline of Commonwealth Avenue and the Newton town line east along the centerline of Commonwealth Avenue; north, east, northeast, and north along the southeasterly boundary of R-.5 district housing St. John's Seminary; north, east, and south along boundary of L-.5 district just north of Chiswick Road; east along northerly boundary of adjacent H-1 and L-1 districts; north, northeast, north, northeast, southeast, northeast, northwest, and northeast along H-1 district to centerline of Washington Street; northwest along centerline of Washington Street to intersection with centerline of Fidelis Way; northeast, northwest, north and east along boundary of H-1 district; north along westerly boundary of H-2 district; west and northeast along boundary of L-1 district adjacent to aforementioned H-2 district; northeast, north, east, north, and east along northerly boundary of H-2 district adjacent to and south of Ringer Playground; north, east, north, west, north, east, south, northeast, southeast, southwest, southeast, and northeast along adjacent H-1 district boundary; northeast along northwesterly boundary of adjacent L-1 district; north along westerly boundary of adjacent H-1 district; southwest, northwest and east along adjacent R-.8 district; east and southwest along adjacent H-1 district boundary; southeast, northeast, and southeast along adjacent H-2 district boundary to the Brookline town line; southwesterly and northwesterly along Brookline town line and Newton town line to the intersection of the Newton town line and the centerline of Commonwealth Avenue.





Subdistrict B shall have the following boundaries:

From the intersection of the centerline of Essex Street and the B-2 zoning district boundary westerly along the southerly boundaries of the B-2 zoning district and adjacent L-1 zoning district; west, south, west, northwest, and west along the B-1 zoning district; continuing west and north along the southerly boundary of the L-1 zoning district south of Union Square; west along North Beacon Street to easternmost corner of the L-1 zoning district; south, west, north and west along said L-1 zoning district boundary to easterly boundary of adjacent B-1 zoning district; south along easterly boundaries of said B-1 zoning district and adjacent L-.5 zoning district; west and north along said L-.5 and aforementioned B-1 zoning district boundaries; west along southerly boundaries of M-1 zoning district and adjacent R-.5 district; south, west and north along L-.5 zoning boundary to a point of intersection with M-1 zoning district; northwesterly and westerly along said M-1 district boundary to the Newton/Boston boundary; north along the westerly boundaries of same M-1 zoning district and the S-.5 district to the north; easterly along the northerly boundaries of said S-.5 zoning district and adjacent M-1 zoning district to the point of intersection with the centerline of Arlington Street; east along the centerline of Arlington Street to the centerline of Leo M. Birmingham Parkway; south along the easterly boundary of aforementioned M-1 zoning district to the southwestern corner of L-1 zoning district lying east of said M-1 district; east along southerly boundaries of said L-1 district and M-1 district lying to the east, continuing along Boston and Albany railroad to a point



City of Seattle have the following boundaries:

the intersection of the centerline of 3rd Avenue and the 6th  
district boundary westward along the southern boundary of the  
L-1 zoning district and adjacent L-1 zoning district westward  
northwest, and west along the 5th zoning district containing  
along the northern boundary of the L-1 zoning district  
Union Square west along North Beacon Street to the intersection  
the L-1 zoning district south was north and west along the L-1  
zoning district boundary to the intersection of the  
district south along the northern boundary of the L-1 zoning  
adjacent L-1 zoning district west and north along the  
L-1 zoning district boundary to the intersection of the  
M-1 zoning district and adjacent L-1 zoning district  
L-1 zoning boundary to the intersection of the  
northwest and eastern side  
to the Newton Street boundary  
of same M-1 zoning district  
along the northern boundary of the L-1 zoning district  
adjacent M-1 zoning district to the intersection of the  
of Alton Street east along the centerline of the  
the centerline of 4th Avenue, Burroughs Parkway south along the  
of the intersection of the L-1 zoning district to the  
of L-1 zoning district lying east of said M-1 zoning district  
southern boundaries of said L-1 zoning district and M-1 zoning  
the east, continuing along Boston and Albany Railroad to a point

of intersection with the westerly boundary of the M-1 zoning district; southeasterly and northeasterly along said M-1 district boundary to a point of intersection with easterly boundary of the B-2 district lying to the south; south along said B-2 district boundary to the intersection with the southerly boundary of the same B-2 district.

Market Street/Brighton Center/Hospitals Sub Area

Subdistrict C shall have the following boundaries:

From the intersection of the centerlines of Fidelis Way and Washington Street northwesterly along the centerline of Washington Street; south, west, south, west, south, west, north and west along the boundary of the R-.8 zoning district lying to the south of Washington Street; west along the northerly boundary of the R-.5 zoning district lying southwest of Brighton Center; north and east along L-.5 zoning district lying just west of Brighton Center; northerly along easterly boundary of R-.5 and adjacent L-.5 districts northwest of Brighton Center; east along northerly boundary of aforementioned L-.5 zoning district and northeasterly along aforementioned R-.5 zoning district; east along southerly boundary of L-.5 district lying east of Goodenough Street; north along easterly boundary of aforementioned L-.5 district; east along southerly boundary of R-.5 zoning district and adjacent M-1 district; south and east along B-1 zoning district; south, east, south, east and north along L-.5 zoning district; north along B-1 zoning district; east, south, east and north along L-1 zoning district boundary lying north of Saybrook Street; east along southerly boundary of M-1 zoning district; south and east along L-1 district boundary lying south of Union Square; southerly



and westerly along R-.8 zoning district boundary; south and west along R-.5 zoning district in which Ringer Playground is located; south and west along southerly boundary of H-1 zoning district; southeast, southwest, south, northwest, south, southeast and south along boundary of R-.5 district to the intersection of the centerline of Fidelis Way and Washington Street.

#### Oak Square/Washington Heights Sub Area

Subdistrict D shall have the following boundaries:

From the intersection of the centerline of Fidelis Way and Washington Street northwesterly along the centerline of Washington Street; south, west, south, west, south, west, north and west along the boundary of the R-.8 zoning district lying to the south of Washington Street; west along the northerly boundary R-.5 zoning district lying southwest of Brighton Center; north and east along the L-.5 zoning district lying just west of Brighton Center; northerly along easterly boundary of R-.5 and adjacent L-.5 zoning district; east along northerly boundary of aforementioned L-.5 zoning district and northeasterly along aforementioned R-.5 zoning district; north along westerly boundary of L-.5 district lying east of Goodenough Street; west, northwest, southwest, northwest, northeast, northwest, west, south, west, south, west, south, northwest, northeast, west, southwest, northwest, and west along southerly boundary of M-1 district adjacent to aforementioned L-.5 district; to Newton town line; south and southeast along Newton town line to the intersection with the centerline of Commonwealth Avenue; east along centerline of Commonwealth Avenue; north, east, northeast, and north along south-







easterly boundary of R-.5 district housing St. John's Seminary; north-east and south along boundary of L-.5 district just north of Chiswick Road; east along northerly boundary of adjacent H-1 and L-1 district; north, northeast, north, northeast, southeast, northeast, northwest, northeast to the centerline of Washington Street; northwest along centerline of Washington Street to intersection with centerline of Fidelis Way.

#### North Allston Sub Area

Subdistrict E shall have the following boundaries:

From the intersection of Western Avenue and the easterly boundary of the H-1 zoning district east of Soldiers Field Road, along that boundary and the northerly boundary of the adjacent S-.5 zoning district to Arlington Street; east along Arlington Street to the westerly boundary of the M-1 zoning district; south along said M-1 zoning district and the westerly boundary of adjacent L-1 zoning district to the southwest corner of said L-1 district; east along the southerly boundaries of the L-1 zoning district and adjacent M-1 zoning district, along the Boston and Albany railroad tracks to the westernmost corner of the I-2 zoning district; northeasterly and north along the I-2 zoning district to the southeastern corner of the M-1 zoning district; southwest, northwest, northeast, northwest, northeast, north, west, and north along said M-1 zoning district to the centerline of Western Avenue; west along the centerline of Western Avenue to the intersection of the easterly boundary of the H-1 district east of Soldiers Field Road.



Allston Landing Sub Area

Subdistrict F shall have the following boundaries:

From the intersection of the centerline of Western Avenue and the easterly boundary of the M-1 zoning district east of Soldiers Field Road, along said M-1 boundary line to the Boston University Bridge; south along the Boston University Bridge to the southeasterly boundary of the M-1 zoning district, along that boundary to the Boston and Albany railroad tracks, along the railroad tracks to the westernmost corner of the I-2 zoning district; northeasterly and north along the I-2 zoning district to the southeastern corner of the M-1 zoning district; southwest, northwest, northeast, northwest, northeast, north, west, and north along said M-1 zoning district to Western Avenue; west along Western Avenue to the intersection of the easterly boundary of the M-1 district east of Soldiers Field Road.



## APPENDIX D

### Special Study Areas

#### 1. Allston Landing Special Study Area

The Allston Landing Special Study Area shall have the following boundaries:

From the intersection of the centerline of Western Avenue and the easterly boundary of the M-1 zoning district east of Soldiers Field Road, along said M-1 boundary line to the Boston University Bridge; south along the Boston University Bridge to the southeasterly boundary of the M-1 zoning district, along that boundary to the Boston and Albany railroad tracks, along the railroad tracks to the westernmost corner of the I-2 zoning district; northeasterly and north along the I-2 zoning district to the southeastern corner of the M-1 zoning district; southwest, northwest, northeast, northwest, northeast, north, west, and north along said M-1 zoning district to Western Avenue; west along Western Avenue to the intersection of the easterly boundary of the M-1 district east of Soldiers Field Road.

#### 2. Ashford Street/Malvern Street Special Study Area

The Ashford Street/Malvern Street Special Study Area shall be bounded by the "Boston Albany Railroad" to the north; Babcock Street to the east; Gardner Street to the south; and Malvern Street to the west.



of Landing Special Study Area

Following Landing Special Study Area shall have the following name

the section of the section of Water

part of the M-1 zoning district

and M-1 boundary line to the

the Western University Bridge to the

of the zoning district

and Albany railroad tracks

of the zoning district

along the I-5 road district

zoning district

northeast, north, west, and

to Western Avenue; west along Western

tion of the eastern boundary of the

Field Road

Albany Street Special Study Area

Albany Street Special Study Area shall be bounded

Albany "road" to the north; Bobcox Street to the

3. Electric Avenue Special Study Area

The Electric Avenue Special Study Area shall be bounded by North Beacon Street to the north; Goodenough Street to the east; Faneuil Street to the south; Parsons Street to the west.

4. Western Avenue Special Study Area

The Western Avenue Special Study Area shall have the following boundaries:

From the intersection of the centerlines of Western Avenue and Soldiers Field Road northeast along the northerly boundary of the M-1 district; east along said boundary to the easterly boundary of William F. Smith Playground; south along said boundary to centerline of Western Avenue; east, south, west and south along boundary of M-1 district housing Smith Playground; west along Holton Street; north, west, north, west, north, and west along aforementioned M-1 district to the intersection of the centerlines of Western Avenue and Soldiers Field Road.

5. Lincoln Street/Holton Street Special Study Area

The Lincoln Street/Holton Street Special Study Area shall be bounded by Holton Street to the north; Everett Street to the east; Lincoln Street to the south; Antwerp Street to the west.



## APPENDIX E

### Boulevard Planning Districts

#### Commonwealth Avenue

Beginning at a point on the centerline of Commonwealth Avenue at the intersection of Essex Street and Commonwealth Avenue northerly 200'+; thence turning and running northwesterly, southwesterly and westerly on a line parallel 200'+ from the centerline of Commonwealth Avenue to a point on the town of Newton line; thence turning and running 400'+ along said town of Newton line to a point on the southerly side of Commonwealth Avenue 200'+ from the centerline; thence turning and running southeasterly, northeasterly and easterly on a line parallel 200'+ from the centerline of Commonwealth Avenue to a point on the centerline of Essex Street; thence turning and running northerly 200'+ to the of beginning point.

#### Brighton Avenue

Beginning at a point on the centerline of Brighton Avenue at the intersection of Malvern Street and Brighton Avenue northerly 200'+; thence turning and running westerly on a line parallel 200'+ from the centerline of Brighton Avenue to a point on the centerline of Cambridge Street at the intersection of Brighton Avenue and Cambridge Street; thence turning and running 400'+ southerly to a point 200'+ from the centerline of Brighton Avenue on the southerly side; thence turning and running easterly on a line parallel 200'+





from the centerline of Brighton Avenue to a point on a line which is an extension of the centerline of Malvern Street; thence turning and running northerly 200'+ along said extension to the beginning point.

#### Cambridge Street

Beginning at a point on the centerline of Cambridge Street at the intersection of Cambridge Street and Soldiers Field Road northerly 200'+; thence turning and running southwesterly on a line parallel 200'+ from the centerline of Cambridge Street to a point on the centerline of Henshaw Street at the intersection of Henshaw Street and Cambridge Street; thence turning and running 400'+ southerly to a point 200'+ from the centerline of Cambridge Street on the southerly side; thence turning and running northeasterly on a line parallel 200'+ from the centerline of Cambridge Street to a point on the centerline of Soldiers Field Road; thence turning and running 200'+ along Soldiers Field Road to the beginning point.

#### Washington Street

Beginning at a point on the centerline of Washington Street at the intersection of Winship Street and Washington Street and travelling northerly 200'+; thence turning and running westerly on a line parallel 200'+ from the centerline of Washington Street to a point on the centerline of Atkins Street; thence turning and running 400'+ southerly to a point 200'+ from the centerline of Washington Street on the southerly side; thence turning and running easterly



on a line parallel 200'+ from the centerline of Washington Street to a point on the centerline of Winship Street; thence turning and running 200'+ along Winship Street to the beginning point.

#### Harvard Avenue

Beginning at a point on the centerline of Harvard Avenue at the intersection with the town of Brookline line and traveling along said town line 200'+; thence turning and running northwesterly and northerly on a line parallel 200'+ from the centerline of Harvard Avenue to a point on the centerline of Cambridge Street; thence turning and running southwesterly 400'+ along said centerline of Cambridge Street to a point 200'+ from the centerline of Harvard Avenue on the westerly side; thence turning and running south and southeasterly on a line parallel 200'+ from the centerline of Harvard Avenue to a point on the town of Brookline line; thence turning and running northeasterly along said town line to the beginning point.

#### Market Street

Beginning at a point on the centerline of Leo Birmingham Parkway at the intersection of Leo Birmingham Parkway and Western Avenue northwesterly 200'+; thence turning and running southerly on a line parallel 200'+ from the centerline of Market Street to a point on the centerline of Washington Street; thence turning and running 400'+ easterly to a point 200'+ from the centerline of Market Street on the easterly side; thence turning and running northly on a line parallel 200'+ from the centerline of Leo Birmingham Parkway and Market Street to a point on the centerline of Western Avenue; thence turning and running 200'+ along Western Avenue to the beginning point.

parallel 300' from the northern line of Washington Street to a point on  
line of Washington Street, thence turning and running 300' along  
Street to the beginning of it.

Beginning at a point on the centerline of Harvard Avenue at the intersection  
with the town of Stockholm line and traveling along said town line 500'+;  
thence turning and running northwesterly and northerly on a line parallel  
200'+ from the centerline of Harvard Avenue to  
Cambridge Street and thence running 100' westerly 100' along  
centerline of Cambridge Street to  
Avenue on the west side of said street.

a point on the centerline of Leo Birmingham Parkway  
Leo Birmingham Parkway and thence running 100' to  
turning and running southerly on a line parallel 100' from  
Street to a point on the centerline of Washington Street  
and running 400' easterly to a point 300' from the  
west on the easterly side; thence turning and running  
of 200'+ from the centerline of Leo Birmingham Parkway to  
to a point on the centerline of Western Avenue; thence running  
+ along Eastern Avenue to the beginning point.

Western Avenue

Beginning at a point on the centerline of Western Avenue at the intersection of Western Avenue and Soldiers Field Road and travelling northerly 200'+; thence turning and running westerly on a line parallel 200'+ from the centerline of Western Avenue to a point on the centerline of Soldiers Field Road; thence turning and running 400'+ southerly to a point 200'+ from the centerline of Western Avenue on the southerly side; thence turning and running easterly on a line parallel 200'+ from the centerline of Western Avenue to a point on the centerline of Soldiers Field Road; thence turning and running 200'+ along Soldiers Field Road to the beginning point.





## APPENDIX F

### Allston Landing Affordable Housing Reserve and Mixed Use Reserve Special Study Area

Allston Landing shall have the following boundaries:

From the intersection of the centerline of Western Avenue and the easterly boundary of the M-1 zoning district east of Soldiers Field Road along said M-1 boundary line to the Boston University Bridge; south along the Boston University Bridge to the southeasterly boundary of the M-1 zoning district, along that boundary to the Boston and Albany railroad tracks, along the railroad tracks to the westernmost corner of the I-2 zoning district; northeasterly and north along the I-2 zoning district to the southeastern corner of the M-1 zoning district; southwest, northwest, northeast, northwest, northeast, north, west, and north along said M-1 zoning district to Western Avenue; west along Western Avenue to the intersection of the easterly boundary of the M-1 district east of Soldiers Field Road.











BOSTON PUBLIC LIBRARY



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